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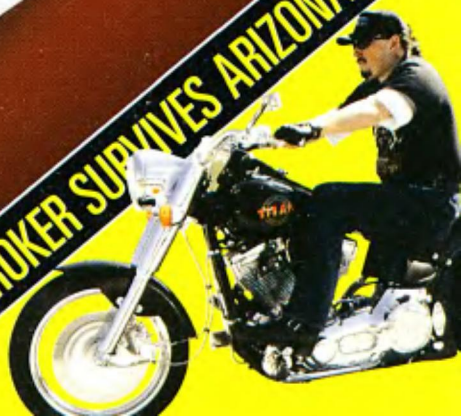
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TAKING IT EASY

A Chinese teacher was charged with murdering his wife while practicing the ancient healing (?) art of Qigong. He claimed he received instructions from a "higher power" to alter her facial features, so he gouged her eyes out, bit into her jaw, and beheaded her with a meat cleaver. The police discovered him ordering his dead wife to grow a new head.

A woman won \$1,000 in a competition to find the house with the worst cockroach problem in the U.S. Her apartment was infested with more than 75,000 roaches, nesting in her refrigerator, oven, wallpaper, VCR, bath, and dishwasher. "While I cook, roaches fall from the ceiling fan into my food," she said.

A couple wound up in an emergency room covered in bloody restaurant towels. The man's towel was around his waist, and the woman's was on her head. Seems they'd been having a romantic dinner when, overcome with passion, the woman crept under the table and began administering oral sex. But before she was finished she had an epileptic seizure which caused her to clamp hard on the man's dick, wrenching it violently from side to side. In agony and desperation, he grabbed his fork and stabbed the woman in the head until she let go.

A doctor examined a young girl with abdominal pain and asked her if she was sexually active. She said she wasn't. A pregnancy test came out positive so the doctor questioned her again, asking why she had told him she wasn't sexually active. "I'm not," she said. "I just lie there." The doctor then asked if she knew who the father was. She looked puzzled for a moment and then replied, "No, who?"

An old woman came into the emergency room complaining of "green vines in my virginny." Upon examination, doctors discovered that there were plant-like shoots protruding from her vagina. Upon further examination, a large potato was found trapped in her womb. When she was given the potato, she suddenly remembered that she had inserted it two weeks earlier because she thought her uterus was falling out.

A man had been bothered by congestion since having an operation on a brain tumor. Blowing his nose one day, he felt something peculiar and went back to his doctor. It turned out to be a 31-inch cloth that had been placed in his head during the operation to absorb fluids—and inadvertently left there.

He had a short fuse. His wife and two kids had started dinner when he appeared at the table. Enraged that they had started without him, he stabbed his wife to death. His last words to her were, "You pushed me to the limits. You did this yourself."

A police officer was arrested on racketeering and bribery charges. He went to jail, waited four hours for processing, and was bailed out. Now this is a bit hard to believe, but he put in for four hours of overtime. The city rejected the pay request.

Here's another weird lawsuit story. A jury awarded \$15 million to a man who was paralyzed from the waist down. He had sued a high school for not stopping him from horsing around before volleyball practice, when, with the coach momentarily

out of the gym and allegedly to show off for his friends, he ran toward the net from 30 feet away, dived for it, and landed on his head. He said he accepted part of the blame, but what about the responsibility of the teacher and the school? (You'll be happy to know that the appellate division of the court took away the award.)

This one must not have a very good sense of smell. He was picked up, suspected of being the guy who robbed a grocery store a few minutes before. Not only was the robber wearing bikini briefs on his head, backward, with eye holes cut in the ass, but they were also full of shit. (Gag!)

A pediatrician was being considered for discipline by a State Medical Board for being accused of having sex with three women during their visits to his office. The board cited an American Medical Association ruling that physician-patient sex is unethical, but the pediatrician said the ruling didn't apply to him because he had sex not with his patients, but with their mothers who had brought the patients in for their appointments. (Quick thinking.)

It's amazing what can be lost (or hidden) in the folds of one's body fat. A 500-pound woman was admitted to an emergency room with breathing difficulties. When nurses took off her clothes, an asthma inhaler fell from under her armpit. And beneath her enormous left breast was a dime. Finally, spreading the woman's legs, they discovered a remote control pad lodged in the folds of her twat.

Another hospital story: A drunk man staggered into an emergency room in excruciating pain as he tried to remove his contact lenses. He claimed he was able to half-remove each lens but that they always popped straight back in. A nurse tried to solve the problem using a suction pump but with no success. Finally, a doctor examined the patient and discovered that he hadn't actually put his lenses in that evening. What he was trying to rip out of his eyes was the membrane of his cornea.



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ENTERTAINMENT FOR ADULT BIKERS • NUMBER 295 • JANUARY 1998

and wild women



Cover photo of Nikki Nova on Amie Rubin's custom Fat Boy by Raiko Hartman.

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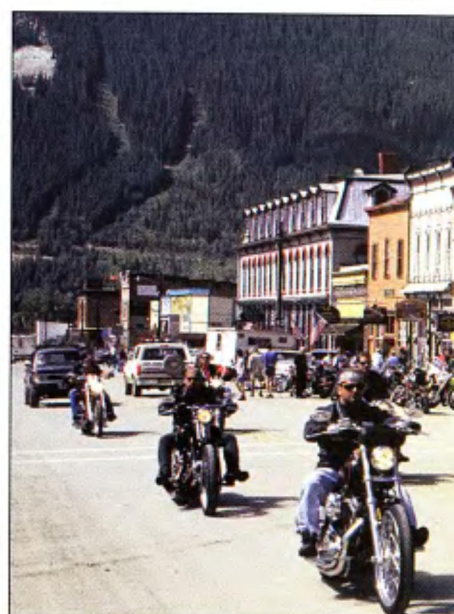
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Some Questions

I really liked your spread on Larry Curik's "arrest-me-red rigid" in the September '97 issue. Your photos show great detail on the features we bike builders like to see. My question is about the starter and the inner primary bearing plate. Who made it and where can I get one?

"Wild" Bob Mann
Roanoke, Virginia

Tech Products: (602) 649-3901

A Stern Admonition

This letter is being written to Bandit and Oil Can. You guys could fuck up a wet dream! Who helps Oil Can Scott find the ignition key for his bike when he wants to go for a ride? To make the mistake you made on RevTech's 5-speed in a 4-speed case (Oct. '97), you had to go out of your way. How could you possibly screw this up? The transmission comes in a RevTech box with RevTech oil, RevTech gears, and a 95-page RevTech instruction manual, so even a bonehead like you couldn't fuck it up. Luckily, the tranny itself is bulletproof, and if you put oil in it (someone must have helped Scott unscrew the cap), you can't screw up.

But! You wrote that the RevTech transmission comes with Andrews gears. You have a cranial rectum inversion! *RevTech transmissions all come with RevTech gears.* These gears are far superior to anything on the market. There are many advantages to them, but the simplest (I state this because Oil Can Scott might get it) is that the RevTech factory also heat treats its own gears. Everyone else sends their gears out for heat treating, and they do not control this critical part

of gear manufacturing. A gear is only as good as the heat treating.

Jerry Brindle, our RevTech transmission guru, is on his way to kidnap Oil Can's dog and hold him for ransom till there is a retraction printed. By the way, Jerry is armed with a mainshaft, and he said something about Oil Can being able to read the word RevTech on his forehead when he looks into a mirror.

Daniel Stern, Sr. Vice President,
Custom Chrome, Inc.
Owners, RevTech product line

*Oil Can's on the rack screaming,
"mommy" and his dog's in the Witness
Protection Program*

Many Thanks

I've never written to a magazine before, but then, I've never wanted to thank so many people before. My husband and I went to Sturgis for the first time this year. Our trip would not have been possible without the prompt, courteous services of the following businesses:

First, we'd like to thank H-D of Jonesboro, Ark. The morning of our departure, the speedo cable on my FLSTC disconnected. The great folks there told me to bring it right in. They fixed the cable, as well as a few other minor items. Within an hour my bike was roadworthy. Not only did they fit me in, but the cost was so reasonable, I thought they'd made a mistake.

Our second thanks goes out to the Bros Club. My husband's FLHT broke down 25 miles outside of Springfield, Mo. Bros Club located the nearest H-D shop and arranged for a tow. They even ensured that someone would be at the

shop to meet us, as it was after hours when we finally towed in.

Our third thank you goes to Denney's H-D in Springfield, Mo. They worked on my husband's bike that night and in the morning. They had us on our way by noon; again, with a price so reasonable, we thought they'd made a mistake.

Our fourth thanks goes to Black Hills H-D in Rapid City, S.D. Upon our arrival in Sturgis, my starter switch broke. We had the bike towed to Black Hills H-D. I was sixth in line to be serviced, yet they had me in and out within 90 minutes (that included waiting my turn). The price was kept to a minimum because of the efficiency of the extra service people hired.

Thankfully, we encountered no more problems for the rest of our wonderful trip. I urge anyone out there who is thinking of joining the Bros Club to do so. The 24-hour road service is a lifesaver. We again thank all the H-D shops mentioned for fitting us in and getting us back on the road in record time and with nominal costs.

Robert and Neva Bruce
Plano, Texas

Needs Help

I spoke to Mike Osborn about buying his FXRD, but it was already sold. He told me there was a guy in Florida who sold parts or had a club for FXRDs on the Web. I searched the Internet for a few hours, but couldn't find him. Any ideas?

Mike S.
Westchester, New York

*We checked with our connection at
www.bikernet.com. The web site is:
www.heritagehd.com/fxrd.html*

He's Waiting

About a year and a half ago you did an article on the Dicey Knucklehead, a wonderful job of craftsmanship. The only problem is that you said there'd be more to come on performance modifications, how to leakproof your Knuckle, and the rear belt drive for your nonEvo-powered scooter, like my 86-cubic-inch, 4-speed, rigid-framed 1947 Knucklehead.

The sooner you put this information into print, the happier I'll be.

R. Dennis Januesheske
Ladson, South Carolina

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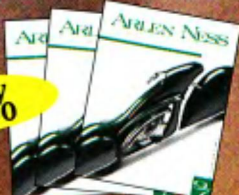


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Helpful Hint

Let's face it, bikes and camping go together. But here's the situation: You've ridden your bike all day and arrive at the campground tired and hungry. You get your campfire going so you can cook on it and here it comes—rain! Don't despair. Just start drinking beer—fast. Put your food on the grill, flatten the empty beer cans as you finish them, and place 'em on top of the food. The rule is drink fast and drink a lot. Perform this task until only beer cans can be seen on the grill. As it rains, the rain will hit the hot aluminum beer cans and you can watch the instant steam rise. The result: The campfire remains lit even in a strong down-pour. The food is cooked to perfection, and, by this time, anything—even possum and horned toad—will taste good.

If you're traveling with friends, have them join in. Not only will you become known as a generous host at the campsite, but the food will remain dryer and tastier the more beer cans you are able to stack on the grill.

Dale Stetson
Shreveport, Louisiana

Don't Read It!

My advice to anyone who doesn't like *Easyriders* is: Don't fuckin' read it!

I wrote you years ago from the joint—ya printed my poem. I wrote ya about starting a club and Bandit took the time to answer me twice. The staff at this rag has dealt with 1%ers to presidents and survived for how many years? I've seen bros in yer rag and the most beautiful babes on the planet. You've organized the rodeo get-fuckin'-down-party network and featured all walks, from yuppie to hard-core, and everything in between. Bottom line: If ya don't like it, don't snivel, leave it alone.

Buzzard Bait
Canton, Ohio

The Rest Of The Story

Regarding September's "Takin' It Easy": Yes, the government has spent a lot of money to hunt for brown tree snakes in Hawaii. And yes, they live on Guam. But that's only part of the story.

The slithering bastards (brown tree

snakes) were never on Guam until they were inadvertently introduced during WWII from Indonesia or Australia. Since then they have virtually wiped out all birds, small mammals, and reptiles on the island. Some remain, but nine out of 11 indigenous (native only to Guam) bird species on the island are now extinct because they tasted good to the snakes. Although they aren't poisonous, they do have fangs and do strike. They regularly attack defenseless creatures and even bite infants in their cribs.

These brown pests number 12,000 per square mile. That's *twelve thousand!* They're so dense that they frequently cause power outages by getting into electrical equipment and power lines.

Because Hawaii is so isolated and has a warm tropical climate, brown tree snakes would flourish here and would be impossible to control. That's why all military flights from Guam are inspected by personnel with snake sniffin' dogs. Snakes have been found on these flights many times, but there are no guarantees that every slithering serpent will be caught.

Hawaii is a beautiful place to live, and visit, so long as we can keep all unwanted pests out.

John Swicegood
Kihei, Maui, Hawaii

What Gives?

What's with the Laughlin Run write-up? Six to 10 hp out of an S&S and you hold back (bogart?) the location of Fast Co. Is this a Hamsters and Weasels secret, or can we ordinary squirrels play too?

I've got two S&S carbs (one per bike) and both could use the extra hp. How about a tech tip for Christmas?

Cracker
Lost Wages, Nevada

Fast Co., John McCloud: (206) 828-4130

Wants "Clean" Look

My father rides a 1980 FLH that underwent a top end job and a fresh paint job last year. At a recent rally we were admiring the vinyl lowers of some of the other dressers and were wondering if someone makes a white vinyl or Naugahyde lower for touring rigs. I know there're a lot of black lowers out there, but my dad's bike has a pearlescent paint job and we like the "clean" look. I'm hoping you or someone else out there can help us out.

Bad Frog
105 Creek Bend Rd., #D-26
Natchez, MS 39120

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Over 3,000 miles apart, on two different coasts, two builders, each sporting more than 25 years of bike-wrenching history, dream of rowdier times, drugs, fights, and cops with-

out helicopters or computers. They both have families now, responsibilities. They pay taxes, run successful businesses, and support employees. However, neither of them has

ever abandoned the outlaw creed. They never left motorcycling, supported helmet laws, or rode Jap bikes. They never bent to the wishes of insurance companies, joined a —

P E R E W I T Z



GOOD TIMES

government agency, or testified against any biker. They both still ride, hate helmets, and build new bikes annually, by hand, in their respective garages.

After 25 years, they

are looking back at their roots and relishing the rigid times, the wild images, and the radical rides and paying tribute to the old ways with these two machines. Yeah, so what are they

guilty of, changing with the times, building billet parts and high-dollar bikes? Or maybe there was something else, some nasty deed they deserved to be chastised for.

Both men have sons in the biz now, sons who grew up watching their fathers terrorize the neighborhood, their teachers, their buddies, and their girlfriends. These kids

didn't have *padres* who joined the PTA, held their hand in church, or played Little League—fuck, they were drunk. Jess, Dave's son, remembers the madman →

N E S S





and his bros crashing their bikes in the driveway at 3 a.m. and partying in the house till the sun

came up, and he and his siblings having to crawl over the rowdy crew crashed on the floor as they

headed off to school. Cory, Arlen's son, endured the annual June onslaught of riders who took over

their hillside home, partying all night, turning the house upside down, then getting up the next morning and

riding out for the Redwood Run.

Yet, both of these young men are now building custom bikes





and riding with their fathers, in search of the torrid times they saw their fathers immersed in during

their younger years. It's a wonder these kids didn't become cops, preachers, or even worse—lawyers.

Suppose that beyond the drunken brawls, scraggly beards, and musty clothes, the good times permeated

the rough exterior. And constant good times can be infectious—even when shrouded with bloody lips,

bondo dust, welding slag, lathe shavings, and trash cans fulla of empty beer cans.

—Bandit





Owner: Arlen Ness
City: San Leandro, California

General

Fabrication: Arlen
Year/make: 1997 H-D
Model: FXST
Value: 40k
Assembly: Arlen's crew
Chroming: Modesto Plating

Engine

Year/model: 1997 Evo
Rebuilder: Gerald
Ignition: Crane
Displacement: 80 cubic inches
Lower end: H-D
Pistons: two
Cases: S&S
Heads: Edelbrock
Cam: Crane
Carb(s): S&S E
Pipes: Ness/BUB
Modifications: Ness air cleaner

Transmission

Year: 1997
Modifications: polished, 65-tooth wheel sprocket

Paint

Molding: Jim Proctor
Painter: Jim Proctor
Color/type: black with flames/spray
Special paint: graphics by Carl Brouhard

Frame

Year: 1997
Builder: Ness

Type: chopper
Shocks: Progressive Suspension
Modifications: 29-degree rake, 2-inch stretch

Accessories

Bars: Ness apes
Handlebar controls: Ness
Fender(s): Taildragger by Ness
Headlight: billet, Ness
Tailight: catseye, Ness
Pegs: footboards, Ness
Electrics: 12-volt
Foot controls: Ness
Gas tank: stretched aluminum, Ness
Oil tank: chromed, Ness
Seat: Danny Gray
Mirrors: Ness
Grips: Ness

Forks

Type: massive glide
Builder: Ness
Modifications: 1-inch under

Wheels

Front

Type: Ness
Size: 21-inch
Tire: Metzeler
Brake: Ness/Performance Machine

Rear

Type: Super Wide
Size: 18-inch
Tire: Metzeler
Brake: Ness/Performance Machine

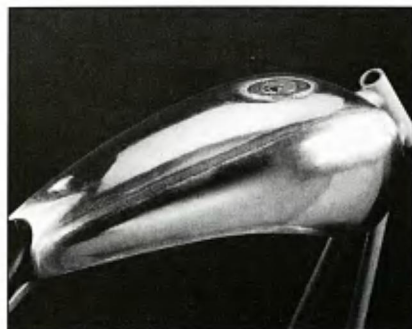
Photos: Raiko Hartman

PARTS BOX



Piece of History

Sonny Barger, the Hells Angels legend, has recently been commemorated in a sculpture by artist Robert Chollar. Available in three different sizes, this cast artwork captures the hero/hellion essence of Barger, and bikers in general. Each piece is signed by Sonny and comes with a certificate of authenticity. It is available exclusively through Jack Lupertino Productions, Dept. ER, P.O. Box 1434, Boulder Creek, CA 95006, (408) 425-3114.



Fat Katz Tanks

Hold on to your wallets, these aluminum tanks are expensive. Yeah, but they're cool, lightweight, and stretched to perfection. This particular fuel cell is a DandD Metal Works, Fat Katz 35, handmade to fit four different frame stretches, 1, 3, 5 and 5-plus inches. These tanks eliminate expensive stretching of stock jobs and are available with various caps. CCI distributes them or contact DandD, Dept. ER, 22437 Meyer Ravine Rd., Grass Valley, CA 95949, (916) 268-2512.



Wind Vest

While roaming the streets of Hollister and thinking about the ride to Sturgis, I ran across a dynamite product, the Wind Vest. Norm from Wind Vest was beaming over this handlebar mounted or riser mounted (you can move it up or down the risers for adjustment) thick polished plastic windshield. It works like a champ and kept the bugs and rain outta my mug all the way to the Badlands. Call (408) 370-7326, or drop a note to Wind Vest, 1096 Springfield Dr., Campbell, CA 95008.



FXR Oil Bags

Chopper Guy's have developed a seamless FXR oil bag for OEM or custom FXR frames. They

come with all the fittings and utilize the stock filler plug. Polish, chrome, or paint these clean-looking puppies. Contact your nearest Drag Specialties dealer. Also ask about the Chopper Guy's line of frames—they're bad.



Knucklehead Plate

Here's a collector's plate with class. Scott Jacobs, the only H-D-licensed artist of his kind, painted this classic Knuckle engine on a 30- by 40-inch canvas. Then the plate people got a hold of it, shrunk the bastard to saucer size and reproduced it with Scott's blessing. For more information contact Scott Jacobs, Dept. ER, 143 South Cedros, Ste M102, Solana Beach, CA 92075, (619) 794-0323.



Your Mother's Skull

Mother's Custom Cycles has now launched the dead and

evil. And what represents it better than a chromed skull available on derby, timing, gas cap, air filter covers and as medallions? Don't miss a chance to ride with the dead by dropping a death certificate to Mother's, Dept ER, P.O. Box 2852, Santa Fe, NM 87504, or dial the coffin at (800) MOTHER4.



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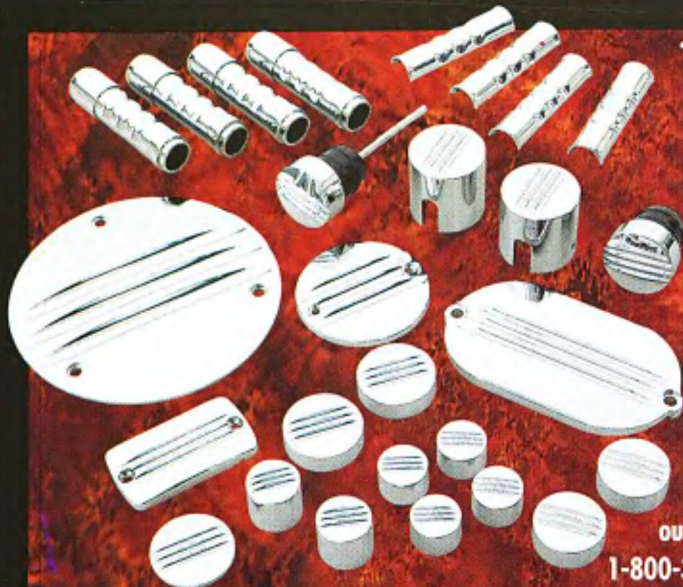
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SHE'S PREGNANT!

My wife is pregnant, ya know. Now I have the easy part. I just have to sit back and wait for 10 months (don't ask me how it got moved to 10 months, but that's what they tell us at the doctor's office ... new math, I guess). But I've become concerned with the upbringing of our daughter or son. I've been reading everything I can get my hands on about child rearing, discipline, and education. Mostly, I'm just panicking because I have to brush up on world history, as well as American history, politics, and the humanities.

You forget a lot of the important stuff, like how soon I should start teaching the dynamics of the internal combustion engine, and general chopper building. (Personal note: Buy the *Easyriders Tech Tips & Tricks* books.)

I'm guessing by about four weeks, the kid should be adjusted to the garage lights. But it occurred to me that this is not something that you should guess about; this is serious, you know. I mean, what happens if I wait too long, and by the fourth week he/she has developed a fascination

with rattles and Dr. Seuss books. That could be devastating. My son or daughter could grow up to be an intellectual, or a politician, or worse, a liberal public school teacher. You can see how this could keep a soon-to-be father awake at nights.

It's funny sometimes how the answers to life's most difficult problems fall into your lap simply by accident, though I probably should

give editorial assistants Nancy and Sandra more credit, because I have found that nothing happens by accident at *Easyriders*. It's all Nancy and Sandra's doings.

Enter into the picture Domenic Mingirulli, proud father of 7-year-old Megan and 3-year-old Dylan, loving husband of Linda, and extremely respectful son of his father, Joe. Not to mention that he's →

...AND
I'M
PACING
THE
GARAGE.



Harley-Davidson



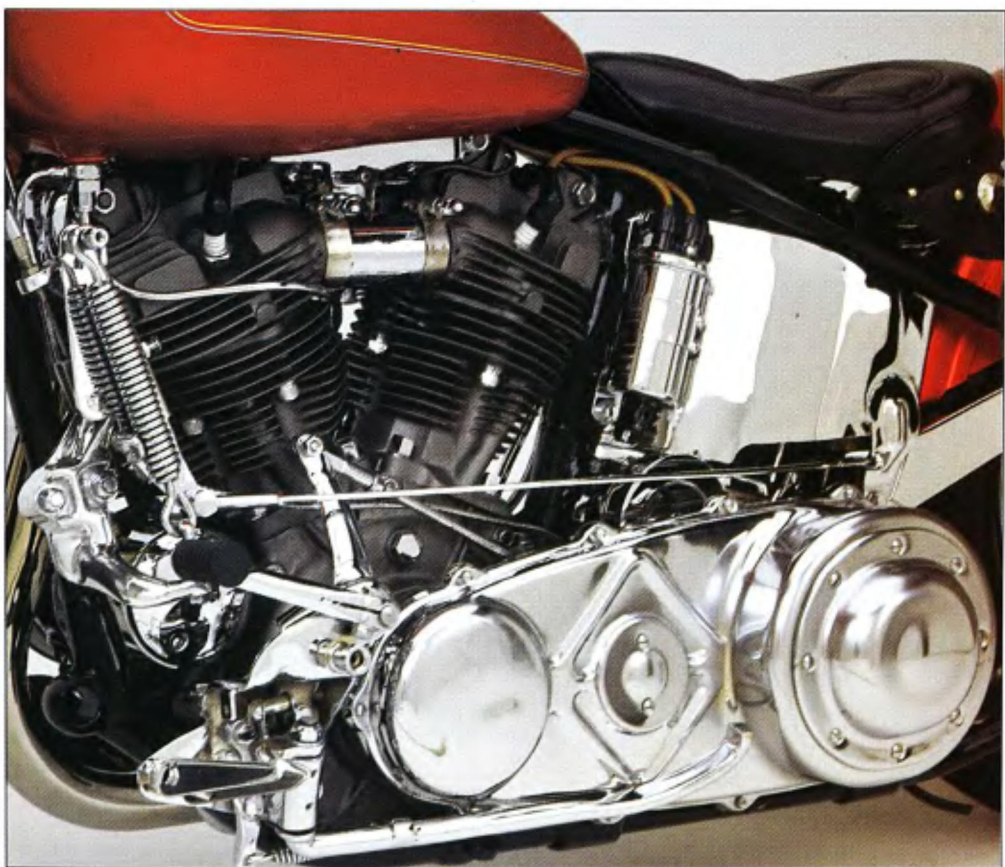
the builder of this traditional Knucklehead chopper.

It all started when Domenic was five, and his father brought him home a Mini Trail 50. His father was already a champion bike builder and well respected in the chopper community. Domenic witnessed his father build many bikes, and by the time he was 12, he decided that he wanted to build his first chopper. His father gave him a rigid frame. A little while later he heard about a '69 police escort bike sitting in the back of a saddlemaker's shop. With help from his father, he bought the bike, and then installed the engine and tranny in the rigid frame to make his first bare bones chopper. Domenic even remembered the serial number: 69FLH7421.

It was about that time that Domenic discovered *Easyriders* and became obsessed with choppers. At one point Domenic's mother and father were called to the school for a conference with his teacher, where she produced eight issues of *Easyriders* she had confiscated. Domenic didn't tell me what his father and mother did about this incident, but given Domenic's attention to detail, and his respect for his father, I would say that it became part of his education.

It was with his father in mind that he began this Knucklehead project. He had picked up a basket case Knucklehead from Berdoo Bill and decided that he was going to build this bike not just as a tribute to his education in chopper building, but as a test for his father to grade. You see, his father has built 328 Harleys in 55 years, and still rides a rigid to the Laughlin River Run every year. No grading on a curve here—either do it right or start over.

Domenic began by retooling the frame and painting it with black lacquer. Then the virgin springer was sent out and chromed, and a rear brake assembly was found and chromed. He widened the handlebars, so that they better fit the →





dogbone risers. He rebuilt the engine by lightening the 74-inch flywheels, redrilling the heads, and using 74-inch cylinders. The cases and cylinders were painted gray, as polishing has become a tad trendy these days. He prefers to use as

many original parts as possible, such as the original horseshoe oil tank, loose roller bearing hubs, and 6-volt charging system.

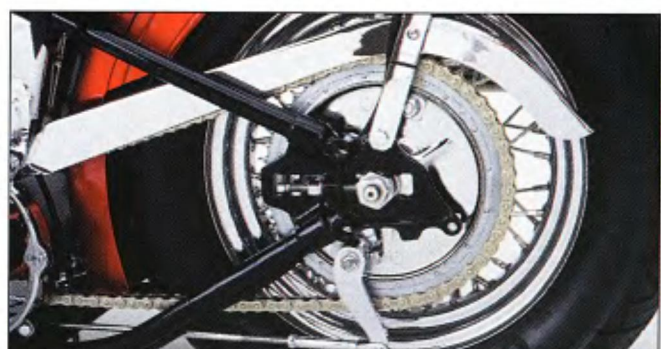
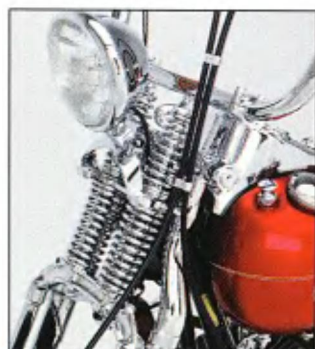
Domenic mixed the candy apple red with orange pearl paint himself and sprayed it in the garage.

Without a doubt, he aced the test. Domenic would like to thank his family for understanding his bike building fanaticism, Berdoo Bill (God rest his soul), Stett at San Diego Harley-Davidson, Porky for his friendship, his mom for letting him build

bikes in his bedroom growing up, and his dad for teaching him how. He is currently searching for an original steel sidecar rig—he said the kids want to ride.

Yep, four weeks ... at the very latest.

—Flynn



Owners Domenic/Joe Mingirulli
City Orange County, California

General

Fabrication owner
Year/make 1946 Harley-Davidson
Model Knucklehead
Assembly owner
Chroming Commercial Metal

Engine

Year/model 1946 EL
Rebuilder owner, Jose
Ignition points
Displacement 74 cubic inches
Lower end lightened flywheels
Pistons 010 over
Cases H-D
Heads H-D, redrilled

Cam Andrews J-grind
Carb(s) Linkert M74-B
Pipes Paughco shotguns
Modifications painted, balancing by Jose, Eastern lifters, Paughco air cleaner

Transmission

Year pre-'65 4-speed
Modifications Andrews gears, Primo belt drive

Paint

Molding Bailey
Painter Bailey/owner/Garcia (pinstriping)
Color/type candy apple red, orange pearl/acrylic

Frame

Year 1946
Builder H-D

Type rigid straight leg

Accessories

Bars owner
Handlebar controls Bates
Fender(s) bobbed
Headlight Bates
Taillight oval
Dash tin
Speedo early Police Model
Pegs Anderson
Foot controls H-D
Electrics 6-volt
Gas tank 3.5-gallon
Oil tank 4-quart horseshoe
Oil system H-D
Primary cover diamond
Seat Bar Enterprises

Mirrors one

Grips H-D

Forks

Type springer
Builder H-D

Wheels

Front

Type H-D
Size 21-inch
Tire Avon
Brake drum

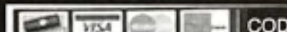
Rear

Type H-D
Size 15-inch
Tire Continental
Brake drum

Photos John Wycoff

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Oregon Governor Vetoes Helmet Law Repeal Bill

After some two and a half years of exhaustive work convincing Oregon legislators and the voters of Oregon that they were deceived by Representative Mary Alice Ford, the original proponent of the state's mandatory law, motorcyclists passed, through both the House and Senate, *twice*, their bill to return freedom of choice. Oregon's governor, who claims to be a medical professional, chose to veto HB 2454, which would've returned *freedom* to those who ride.

Governor Kitzhaber sided with his medical pals who said we're a burden on society and would cost the citizens of Oregon millions of dollars if we were granted the right to be in control of our own destiny. The Medical Lobby, manufacturing their information, were forced, on record, to admit that their data was hypothetical. They were proven wrong, but the governor still chose to side with them.

BIKE PAC of Oregon, under the guidance of Executive Director Brian Stovall and Legislative Director Butch Harbaugh, converged upon the Legislature with motorcyclists from all corners of the state to argue our case. "They said it couldn't be done, but we did take the bill to the governor's desk. And we actually believed, after a face-to-face meeting with the governor, that there was a chance. We were wrong! Governor Kitzhaber showed his true 'colors!'" He is indeed a representative of the insurance lobby.

ON A FACT
FINDING
MISSION!



RECENT PHOTOS
OF KITZHABER ON
WHITE WATER
RAFTING TRIPS
WITHOUT A LIFE
VEST AND RIDING IN
HIS CAR WITHOUT
A SEAT BELT
WILL COME BACK
TO HAUNT HIM

Truly adding insult to injury, the governor chose to wait until the last minute, given by law, to issue his veto. He disregarded the wishes of the people and the Legislature and vetoed the riders' bill.

We have "licked our wounds!" The mourning period is over, and now we prepare for the future. Our fight for freedom hasn't gone unnoticed, catching the eyes and ears of many. We'll grow with their support and build a stronger coalition. We shall concentrate on the upcoming elections and will work for those who support us and against those who do not believe in *freedom*.

BIKE PAC will work on campaigns, including the race for the governor, and will focus on educating people on how to effect political change through grass roots participation.

Oregon Governor Kitzhaber's attitude of "Do as I say and not as I do" will not be tolerated. Recent photographs of Kitzhaber on white water rafting trips without a life vest and riding in his car without a seat belt will come back to haunt him. According to recent polls in Oregon, his popularity is slipping, and we will make these facts known. BIKE PAC is poised and ready in the event of a special session, and will request a veto override. In a recent conversation Representative Lonnie Roberts, our chief sponsor, said we're strong and he will continue to support us. If you want to get involved, contact BIKE PAC at P.O. Box 5612, Salem, OR 97304.

—B.H.

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HALL OF FAME REP. TERRY DEERING

Illinois bikers lost a true freedom fighter recently when Illinois State Representative Terry Deering (D-116) was fatally injured in an automobile accident on June 26, 1997. Rep. Deering had long been an unshakable supporter of Illinois bikers' rights, whose trademark "Not a problem" response and firm-fisted solutions to intrusive and restrictive legislative attempts to regulate freedom earned him the respect and admiration of Illinois riders from Chicago to Cairo.

Rep. Deering began his political career after losing his job as a coal miner. He ran for a state house office, defeated an entrenched incumbent, and after holding a seat on the Illinois transportation committee, soon rose to become its chairman. His support of ABATE of Illinois' principle issues, including HB 489 (an off-road motorcycle bill) sent a clear message to Illinois legislators and bikers that Rep. Deering was a man to be counted on in matters of two wheels.

But the 6-foot-5, 250-pound Deering will probably be best remembered for action he took this year concerning Chicago's ban on motorcycles on several public city streets. When Chicago Alderman Bert Natusas slipped bike ban legislation through the city council, word immediately reached Rep. Deering's office. Deering responded immediately by sponsoring and passing a bill out of his committee that would take away Chicago home rule.



Photo: Twigg

Only too aware of the negative press that such an action would generate (regardless of whether it was ultimately approved by Illinois legislators' votes), the mayor's office had city crews out the next day removing the bike ban signs. As a result of this and numerous actions throughout a political career supportive of bikers' rights, Rep. Deering earned one of his most coveted and cherished awards: the ABATE of Illinois representative of the year leather vest and designating patch, presented at the 10th Meeting of the Minds in 1994.

Representative Deering is survived by his wife, Reita, and their three children, Greyson, 12, Clayton, 10, and Allyssa, 8. A memorial fund for their education is being established.

—Captain Trash

ER BIKE SHOW TOUR X NEW LOCATION

That's right boys and girls, brothers and sisters, in-laws and outlaws, this year, *Easyriders'* Southern California Bike Show Tour hits a new location at the L.A. Fairplex in Pomona, California. The L.A. Fairplex, home of the L.A. County Fair, the Winter Nationals, and more, has built a new hall with over 100,000 square feet. A fully equipped 65- x 40-foot professional stage is waiting for the lovely calendar model contestants to strut their stuff across, as well as the fashion show models, and a couple of kick-ass bands.

In its tenth year, this tour is gonna be

a whirl of one-day events all over the country, leading up to the granddaddy of them all, the Invitational-Nationals in Columbus, Ohio, for three full days of rock 'em, sock 'em, partyin'! The Pomona show, the second show of the tour, will be on January 3, 1998. The Fairplex is located at 1101 W. McKinley Ave., Pomona, California, and has an on-site hotel for the party animals out there! For directions, call the Fairplex at (909) 623-3111; for host hotel info call (818) 701-0100 and ask for Laurie; for vendor info give us a call at (818) 597-2686.

See ya there!

—Oil Can

BIG BROTHER BENDS BUT DOESN'T SNAP

A recent Associated Press (AP) news story reported that federal inmates can now have their *Playboy* and *Penthouse* magazines back after a federal judge wisely ruled that a new law banning sexually explicit material from federal prisons is considered unconstitutional. It's about time.

In Washington, D.C., on August 12, 1997, U.S. District Judge Stanley Sporkin issued a permanent injunction against the "Ensign Amendment," which prohibits the Federal Bureau of Prisons from distributing any published material that's "sexually explicit or features nudity."

Judge Sporkin stated, "There was no congressional finding that this amendment would serve a rehabilitative purpose, or any other purpose. And there was no consideration of the constitutional concerns raised by such legislation."

We applaud Judge Sporkin for his decision in reversing this ban. The good news is, the lifting of this ban also includes our own publications, such as *Easyriders*, *Biker*, and *In The Wind*. However, the above decision, at least to our knowledge at this time, is not yet etched in stone.



Sandy Files, our Paisano Publications subscriptions director, said, "Once we receive an official notice from the federal government of the lifting of this ban, we will immediately resume sending our publications to federal inmates."

That's the bottom line troops. Well, not exactly. One prison announced that the pornography may come in but not gang-related (?) publications such as *Easyriders*. We'll definitely keep you posted on this one.

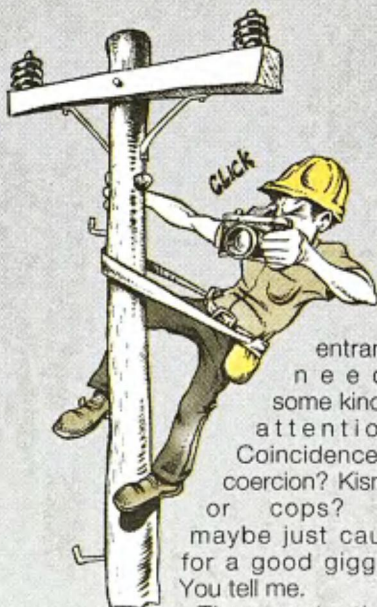
—Twiggy

FATE ... OR FEDS?

Just thought I'd share an amusing "observation" that had more than just a few of us chuckling recently at our bike show and raffle in Palmer, Mass. The next time you're at an event where "one or more are gathered in the name of motorcycling freedom," and you wonder if Big Brother is watching, all you gotta do is look up!

If you see a so-called "utility truck" with a couple of Village People-type-looking guys complete with jeans (new), work boots (barely scuffed), and hard hats (a size or two off) hanging onto utility poles for dear life, trying to look busy—you decide!

For the last couple of years now, it seems that the dates we pick for major events, like Round-Up and the Bike Show, are always the same days that some phony utility company decides the pole nearest to our



entrance needs some kind of attention.

Coincidence or coercion? Kismet or cops? Or maybe just cause for a good giggle? You tell me.

The next time, maybe we should try to sell them some raffle tickets, and get an honest return on our tax dollars at work, or at least offer to trade snapshots!

—Kate Waters, Mass. MMA



The third annual edition of **BIKER PARTIES** will be on the newsstands near mid-April, 1998. It will feature an extra 32 pages listing the biggest and best biker parties and events happening around the country, from April 1998 to April 1999.

Is your organization or club's event going to be listed?

Get your events in by January 1st for a free listing in this special edition's Party Calendar which is sure to be collected and referred to all during next year. **Your event listings are free of charge!** Take advantage of exposing your event to the greatest number of riders who share our biker lifestyle. For those groups which had their event listed in the Summer, 1997 issue of *BIKER*, you know how much more successful your event was because of the exposure your free **BIKER PARTIES** Calendar listing got!

Do it for '98!

To save time, you can FAX your organization's event calendar to: (818) 889-5214

Or mail your event schedule to: *BIKER*, P.O. Box 3025, Agoura Hills, CA 91376-3025

To list an event by telephone, or if you have any questions, call (818) 889-8740 Ext. 325 and ask for Stan.

Also, please give us the most recent phone and fax numbers for your M.R.O. and e-mail, web page address as well as the snail mail address and we will get your organization listed on our future M.R.O. page.

Please include your state's helmet law and legal age of consent.

SPECIAL AD RATE

As part of the *BIKER PARTIES* 1998 Special Edition promotion, *BIKER* is also offering your club, group, or organization a deep discount on a 1/3 page vertical, one column ad, in black and white for only \$175 (if received by Dec 1st., \$225 after Dec. 1st.) (Must be camera-ready copy). We will try to position your paid ad as close as possible to your free event listing, which you get whether you buy an ad or not!

Call Lynn at (818) 889-8740, Extension 335, by January 1st, to reserve your paid ad space.



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PINE BREEZE INN



Photo: David Aldridge

Rent *Easy Rider* and fast forward to where Billy and Captain America pull into a roadside flophouse for the night. Billy yells to the inn keep asking if there are any rooms, and the neon No Vacancy sign pops on like a Bill Clinton credibility alert. Off they go, and you never see the place again ...

Well, would ya believe I found it last summer while rompin' across country from California to Maryland? Ten miles west of Flagstaff, Arizona, in a little town called Bellemont, the most famous (and by now run-down) motel in motorcycle history stands today on the verge of beginning a new life. By the time this ink hits the stands, Chuck Conner, owner of Flagstaff H-D, will have dotted the purchase papers. He plans to refurbish the motel and its eight adjoining cabins, making it part of a biker-friendly campground.

Take the 185 off of Interstate 40, onto Transwestern Road. Coming from Flagstaff, Arizona, you cross back over 40; coming from Seligman, Arizona, headed due east, you just roll onto the freeway exit. Look for the big Navajo Army depot gates, then turn left a small private road. To your left will be Flagstaff Harley-Davidson and a huge parking lot next to the Route 66 Roadhouse Cafe.

Continue east down that private stretch of road about 1/2 a mile, and the Pine Breeze Motel will be on your left. Yeah, it's ragged and run-down, but it's as real a piece of biker folklore as you'll ever see. And if you don't get a rush from parking your bike in front of it, head back to the Roadhouse Cafe, order a cold one and look up. There's a glowing neon No Vacancy sign (the No part stays off) that just might do the trick.

—Captain Trash

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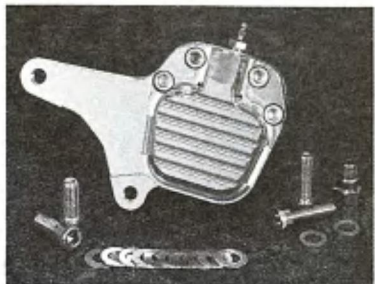
SHORT STROKES KEEP THE FAITH

It's three weeks since I stumbled into the dusty abode from Sturgis, and I'm packing to hit the road for the Four Corners run in Durango, Colorado, or more accurately in Ignacio on the Ute Indian reservation. Except this time I'm throwing the '48 Pan I restored last year in the back of my flamed pickup and heading out across the desert, and fuck anyone who doesn't like it. No excuses, I'm driving to Phoenix to meet with the legend, Paul Yaffee about the taillights he built for my touring chopper. I suppose you could call it a 3,000-mile check-up. Then I'm rolling over to Eric Herrmann's pad to sign 1,000 limited edition prints he painted. Ya see, the original art was commissioned for my second book cover *Outlaw Justice*. Riders started bugging him for the prints so we went to press, and prints are now available with the book. As it turns out Kenny Price, the *man* at Samson Exhaust bought the original and yesterday bought the bike in the painting from me. Now my regular rider is the other Dyna built by Simms and Jesse James, which took me to Sturgis, 1,800 miles on a bike with 100 miles on it when I pulled out. You can imagine, it's in a shop right now getting the kinks worked out. You can see the entire project on my Web site, Bandit's Bikernet (<http://www.bikernet.com>), and check out the saga of our trip. All right, I'm getting off track. So I get home after having the truck serviced and start to pack. But first I had to see that the Pan was running all right. It fired on the first kick. I checked and topped off the oil, hunted for my Bandit's tool bag, which, evidently, I left in the Touring Chop. A tweak here and there and it seemed as fit as any 50-year-old fiddle could be. Don't give me any shit. I was born the same year. I set a Kryptonite lock and chain outside the garage, tried to keep track of the key, and tossed my gloves and a pair of soft ties on the pile. Then it was up and down the stairs 48 times, draggin' shit I needed. Pack the vitamins, load the PPK, find film and the Pentax I almost lost in Sturgis. Becky called earlier and fretted for 15 minutes about the weather. If we could chase monsoons across the country on the way to Sturgis, the trip to Durango in the truck would be a breeze. Fuck, I haven't gotten to the news and I'm still not packed. Why is

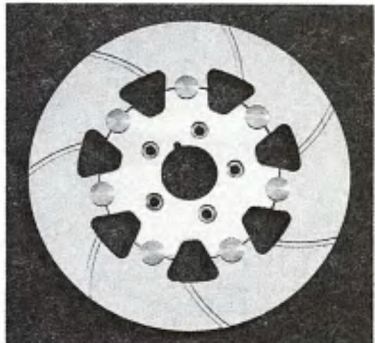
it that I could pack enough shit into the steel Jesse James bags to make it to Sturgis, but for this one lousy weekend, the truck will be loaded to the gills. Oh, I forgot to mention after I sign the limited edition prints I'm flying over to Myron Larrabee's pad. He's the owner of Phoenix *Easyriders* store. It's Cindi's, Myron's wife, birthday, and we planned a feed together. Shit, better pack at least one decent shirt. All right, here's the news...**Jim Jensen, a reporter for the Rocky Mountain News** decided to straighten his readership out as to the definition of a real biker, "I'll split motorcyclists into three groups: bikers, motorcyclists, and wannabes. This pretty much covers everyone on the road. A biker rarely has a new motorcycle. Bikers are most assuredly members of outlaw motorcycle gangs such as the Hells Angels, Sons of Silence, or Banditos..." Suppose the rest of us are just wannabes...**And now from prison.** A rider strapped in a wheelchair is doing time in Standish, Michigan. He's allergic to wool and the facility has only wool blankets. He was wondering if someone could send him a non-wool blanket. Patrick Turner #163852, Standish Correctional Facility, 4713 West M-61, Standish, MI 48658. In addition, when he arrived at the prison they took his wheelchair away from him...**And now for my parental hint of the month.** A Walmart store in Brantford, Ontario, pulled cuddly pink smurf dolls from its shelves after a woman told management the doll taught her toddler to cuss. Seems she bought the Berry Luvin' Baby Smurf doll as a Christmas gift for her 2 1/2-year-old granddaughter, because the store was out of Tickle Me Elmos. Reportedly, a squeeze of the doll's hand causes it to giggle, followed by a garbled sentence that sounds like an obscenity. Better to blame it on a fuckin' doll that the bastards wrenchin' on bikes and drinkin' beer in the garage...**Sure, it's not a lot of news,** but, hell, I've got to get on the road. The desert winds are calling me back to the Navajo Nation and beyond to the Ute reservation. My Panhead is screaming to cut her loose in Colorado and let her fly free through the Colorado farmlands. And goddammit, that's what I'm gonna do. Ride forever.

—Bandit

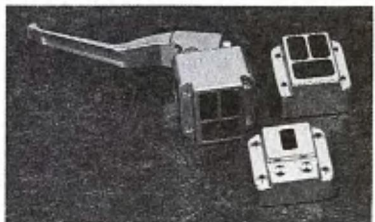
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here. And remember to take this page with you when you're
on the road—it's a handy guide to some of the best Harley
parts and service outlets around.

RAGIN' IN RUSSIA



Sturgis-East, way east, was the way that many people described the Drzhba Pioneer Camp outside of Raiki, Central Russia, on this weekend in late July.

The third annual Moscow Bike Show, held by the Night Wolves, was attended by more than 10,000 citizens of the former Iron Curtain country.

According to the *Moscow Times*, the sounds of heavy metal music mixed with the sounds of revving motorcycles as the leather-clad men and women participated in the "bachanal" among the wooden shacks of

THE POLICE DESCRIBED THE RUN AS "AN ASSEMBLAGE OF BANDITS"

the former children's camp.

"For three days a year, anybody can feel the brotherhood. It is a feeling you can never buy," said Night Wolves leader Sasha Zaldastanov. The *Times* went on to say that the crowd's enthusiasm for the event was not shared by the GAI traffic police, who described the run as "an assemblage of bandits."

We here at *Easysiders* disagree, and welcome brothers and sisters getting together for a good time—anywhere! Good luck to the bikers of Russia, the Night Wolves, and anybody else on the other side of the globe who enjoys a good ride.

—Oz

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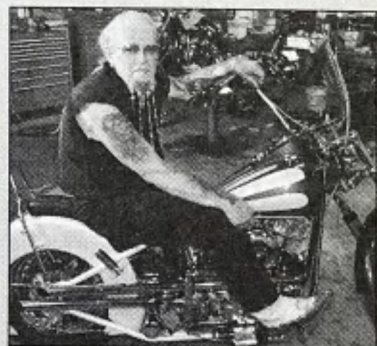
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ROAD TUNES



I needed to put the question to David Allan Coe: "Where does that insight come from? A lot of greater musicians have made music that appeals to the biker lifestyle, but your stuff is different ... we can *always* relate to it."

"Well, first of all, I was ridin' before a lot of my audience was even born," David said. "And, musically, they couldn't ever put me into a category or a box. I'm my own man." Like any true biker.

When Coe began in the music business his record company tried to market him as the second coming of George Jones—pure country all the way. But the outlaw mystique was too strong.

Country DJs swear that I'm an outlaw; they never come to see me in this dive ...

With years of hard livin' etched into his soul, Coe has released a new disc on a new label. *If That Ain't Country: David Allan Coe Live* on Lucky Dog Records is *real* live and *real* strong—the quintessential outlaw at his best.

Jack Daniel's, Jack Daniel's, Jack Daniel's please, I know you can help me, and I need some relief ...

Traditional biker respect of roots and heritage is also a cornerstone of Coe's music. He cites icons who've preceded and followed him: Hank Williams, Pasty Cline, Waylon, Willie, Lynyrd Skynyrd, and ZZ Top.

Adorned with tattoos that celebrate the intensity of Native Americans and the mystical Southwest, Coe demonstrates a sensitivity beyond the image. Behind the tough exterior is the wide-eyed spirit of a man who has loved and experienced life with a unique talent to express what he's seen.

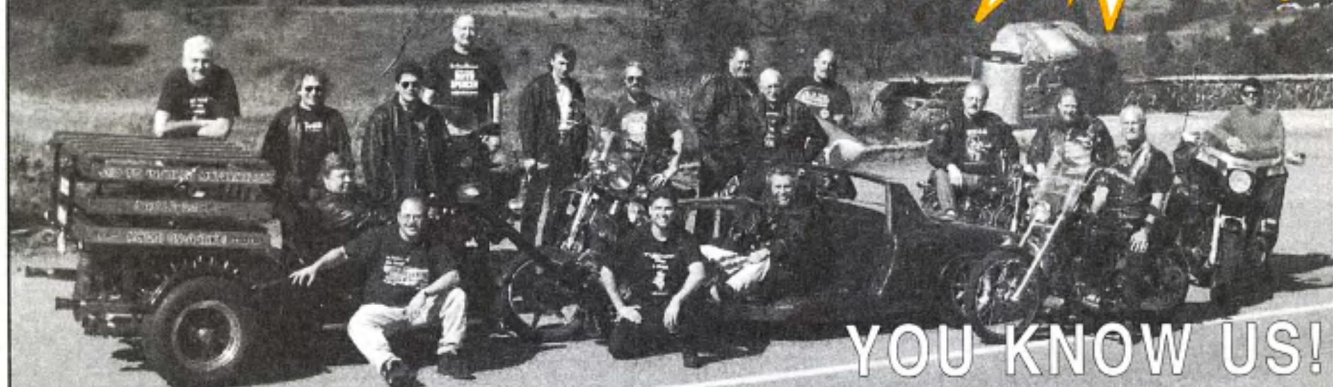
—Bill Hayes

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WHAT'S HAPPENING

ARIZONA

Yuma H.O.G. Toy Run
Date: December 12-13
Place: Yuma
Info: (520) 782-1931

Polar Bear Run
Date: January 1, 1998
Place: Sierra Vista
Info: (520) 458-8967

ARKANSAS

Toys For Tots M/C Parade
Date: December 6
Place: Little Rock
Info: (501) 562-3663

Toy Run
Date: December 7
Place: Fayetteville
Info: (501) 521-1144

Swap Meet
Date: December 12
Place: Benton
Info: (501) 942-7553

CALIFORNIA

Health Care Benefit
Date: December 6
Place: Mt. House, Byron
Info: MMA (916) 442-4727

Central Coast Toy Run
Date: December 7
Info: MMA (916) 442-4727

Toy Run
Date: December 7
Place: Reno
Info: MMA (916) 442-4727

ABATE Toy Run
Date: December 14
Place: Ventura
Info: (805) 494-3287

Toy Run
Date: December 14
Place: Sacramento
Info: MMA (916) 442-4727

Swap Meet
Date: December 14
Place: Ventura Fairgrounds
Info: Joe (805) 650-6777

Senior Citizen Run & BBQ
Date: December 20
Info: MMA (916) 442-4727

Toy Run
Date: December 21
Place: Lancaster
Info: MMA (916) 442-4727

Toy Run
Date: December 22
Place: Turlock
Info: MMA (916) 442-4727

DELAWARE

13th Annual Home Run
Date: December 7
Info: Janet (302) 433-0564

FLORIDA

ABATE Toy Run
Date: December 14
Place: Sarasota
Info: (941) 379-6955

GEORGIA

Christmas Party
Date: December 6
Info: (404) 294-8900

Toy Run
Date: December 6
Place: Griffin
Info: (404) 294-8900

Toy Run
Date: December 6
Place: Dublin
Info: ABATE (404) 294-8900

Toy Run
Date: December 13
Place: Augusta
Info: ABATE (404) 294-8900

Swap Meet/Bike Show
Date: December 14
Place: Henderson's, Atlanta
Info: Lee (706) 342-4543

New Year's Eve Party
Date: December 31
Place: Dublin
Info: ABATE (404) 294-8900

HAWAII

Koa Puna Hoolaulea
Date: December 6
Info: SBU (808) 591-0026

Toys For Tots Parade
Date: December 5
Info: SBU (808) 591-0026

Pearl Harbor
Shut Down Run
Date: December 29
Info: SBU (808) 591-0026

ILLINOIS

Christmas Party
Date: December 6
Place: Fulton County
Info: ABATE (800) 872-2283

Toys For Tots
Date: December 6
Place: Wayne County
Info: ABATE (800) 872-2283

Dinner For The Needy
Date: December 21
Place: Central Ill. Chapter
Info: ABATE (800) 872-2283

INDIANA

Toys For Tots
Date: December 6
Place: Lake County
Info: ABATE (317) 422-8040

Toys For Tots
Date: December 6
Place: Delaware County
Info: ABATE (317) 422-8040

Toys For Tots
Date: December 13
Place: Jasper/Newton Co.
Info: ABATE (317) 422-8040

Operation Care
Date: December 14
Place: Lake County
Info: ABATE (317) 422-8040

New Year's Hoot
Date: December 31
Place: Region 3 ABATE
Info: ABATE (317) 422-8040

KANSAS

Ladies Night
Date: December 12
Place: Bikers Edge, Wichita
Info: (316) 267-6677

Santa Pictures
Date: December 13
Place: Bikers Edge, Wichita
Info: (316) 267-6677

KENTUCKY

KMA/KBA Toy Run
Date: December 6
Place: Owensboro
Info: (502) 683-3255

LOUISIANA

Toys For Tots Run
Date: December 6
Place: Lafayette
Info: ABATE (800) 393-5966

ABATE of Louisiana Toy Run
Date: December 13
Place: New Orleans
Info: ABATE (800) 393-5966

MARYLAND

Santa Celebration
Date: December 20-21
Place: Capitol Easyriders,
Gaithersburg
Info: (301) 670-4644

MICHIGAN

New Year's Party
Date: December 31
Place: ABATE Reg. 10 & 21
Info: (517) 875-2443

MISSOURI

Christmas Party
Date: December 13
Place: Mexico
Info: FORR (800) 309-RIDE

MONTANA

Toy Run/Drive
Date: December 6
Place: Lower Yellowstone
Info: (406) 365-2175

ABATE Toy Run
Date: December 13
Place: Missoula Chapter
Info: (406) 543-0356

ABATE New Year's Eve Party
Date: December 31
Info: (406) 543-0356

NEVADA

Toy Run
Date: December 6
Place: Winnemucca
Info: (702) 623-4056

Ironcrossmen MC Toy Run
Date: December 7
Info: (702) 4384191

Classic Trash
Vintage Biker Movies
Date: December 13
Info: (702) 870-6121

Auction & Toy Run
Date: December 14
Place: Battle Mountain
Info: (702) 635-8343

NEW MEXICO

ABATE Toy Run
Date: December 7
Place: Tularosa Basin
Info: (505) 585-8443

ABATE Toy Run
Date: December 7
Place: Road Runner Chap.
Info: (505) 445-5956

ABATE Toy Run
Date: December 13
Place: SW Chapter
Info: (505) 585-8905

ABATE Christmas Party
Date: December 13
Place: Tres Rios Chapter
Info: (505) 632-5416

NEW YORK

ABATE Christmas Party
Date: December 6
Place: Syracuse Chapter
Info: (315) 448-1961

ABATE Christmas Party
Date: December 6
Place: Wayne-Seneca
Info: (315) 448-1961

ABATE Christmas Party
Date: December 13
Place: Niagara Chapter
Info: (315) 448-1961

ABATE Christmas Party
Date: December 13
Place: Tompkins Chapter
Info: (315) 448-1961

ABATE Christmas Party
Date: December 14
Place: Turnpike Inn, Ghent
Info: (315) 448-1961

Children's Christmas Party
Date: December 14
Place: Fulton
Info: (315) 448-1961

NORTH CAROLINA

CBA Toy Run
Date: December 7
Place: Randolph County
Info: (910) 697-9387

CBA Toys for Tots Run
Date: December 7
Place: Charlotte
Info: (704) 393-9792

CBA Christmas Run
Date: December 13
Place: Stokes Surrey
Info: (910) 983-0563

CBA Toys for Tots Run
Date: December 14
Place: Union Chapter
Info: (704) 283-0465

OHIO

Christmas Party
Date: December 6
Place: ABATE/CMRO Reg. 15
Info: (800) 25 ABATE

Christmas Party
Date: December 13
Place: ABATE/CMRO Reg. 11
Info: (800) 25 ABATE

OKLAHOMA

Muskogee Christmas Party
Date: December 6
Info: ABATE (405) 439-8001

NW69 Toy Run
Date: October 12
Info: ABATE (918) 834-6112

Swap Meet
Date: December 7
Place: Oklahoma City
Info: ABATE (405) 439-8001

Muskogee Christmas
Parade
Date: December 13
Info: ABATE (405) 439-8001

OOD Christmas Party
Date: December 14
Info: ABATE (405) 439-8001

Toy Run
Date: December 14
Place: Tulsa
Info: ABATE (405) 439-8001

Swap Meet
Date: December 14
Place: Oklahoma City
Info: ABATE (405) 439-8001

OREGON

Toy Run
Date: December 6
Place: SE, NE, Columbia
River Chapters
Info: ABATE (503) 285-4329

PENNSYLVANIA

Freedom Riders
Christmas Ride for Seniors
Date: December 6
Info: (610) 872-6969

SOUTH CAROLINA

ABATE Toy Run
Date: December 6
Place: Aiken County
Info: (803) 827-3827

ABATE Toy Run
Date: December 6
Place: York County
Info: (803) 684-1770

ABATE Toy Run
Date: December 7
Place: Greenville County
Info: (864) 268-9974

Blue Knights MC Toy Run
Date: December 7
Place: Columbia
Info: (803) 788-7981

ABATE Toy Run
Date: December 20
Place: Myrtle Beach
Info: (803) 650-4044

ABATE Toy Run
Date: December 20
Place: Myrtle Beach
Info: (803) 650-4044

EASIRIDERS 1997-98 BIKE SHOW TOUR

Valley Forge, Pennsylvania
Date: December 13
Place: Valley Forge
Convention Center
Info: (818) 597-2686

Pomona, California
Date: January 3, 1998
Place: L.A. Fairplex
Info: (818) 597-2686

Charlotte, North Carolina
Date: January 17, 1998
Place: Charlotte
Convention Center
Info: (818) 597-2686

Chicago, Illinois
Date: January 24, 1998
Place: Navy Pier
Convention Center
Info: (818) 597-2686

Detroit, Michigan
Date: February 7, 1998
Place: Cobo Conv. Center
Info: (818) 597-2686

Christmas For The Children
Toy Run/Sons of the South
MC & Laurens Co. ABATE
Date: December 21
Info: (864) 833-5404 or
(864) 682-5012

TENNESSEE
CMT/ABATE Toy Run
Date: December 6
Place: Nashville
Info: (615) 883-5024

TEXAS
Tri-County Toy Run
Date: December 7
Place: Temple
Info: Cruzar (817) 698-1379

VIRGINIA
Leather & Lace Chrome
Fashion Show
Date: December 6
Place: Shenandoah H-D
Info: (540) 942-1340

WASHINGTON
ABATE Toy Run
Date: December 6
Place: Olympia Chapter
Info: (206) 643-9675

ABATE Toy Run
Date: December 13
Place: Tacoma Chapter
Info: (509) 996-3428

WYOMING
Christmas Party
Date: December 14
Info: (307) 266-1548

CANADA
Motorcycle Super Show
Date: January 2-4, 1998
Place: Toronto
Info: (905) 655-5403

RACING EVENTS
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To have events listed, get the info to us at least three months in advance. We're as accurate as possible, but event dates are often changed after publication—so check with the sponsors before you ride across the state or country. What's Happenin', P.O. Box 3000, Agoura Hills, CA 91376-3000; fax: (818) 889-5214.

PASSING GAS



"Aren't you supposed to sit behind me, Marvin?"

Henry Ford went to heaven upon his death and was given a warm welcome at the Pearly Gates. Saint Peter, after completing the formalities, asked him how he'd like to spend his time. Ford immediately asked to have an audience with God, as he had a few things to straighten out with him regarding women.

When the scheduled meeting took place, Ford was all over God, attacking him for the flaws in his creation of woman.

"Your creation is the most stupid work of engineering I ever saw," declared the automotive pioneer.

"There's too much front end protrusion, the rear end wobbles too much, it chatters at

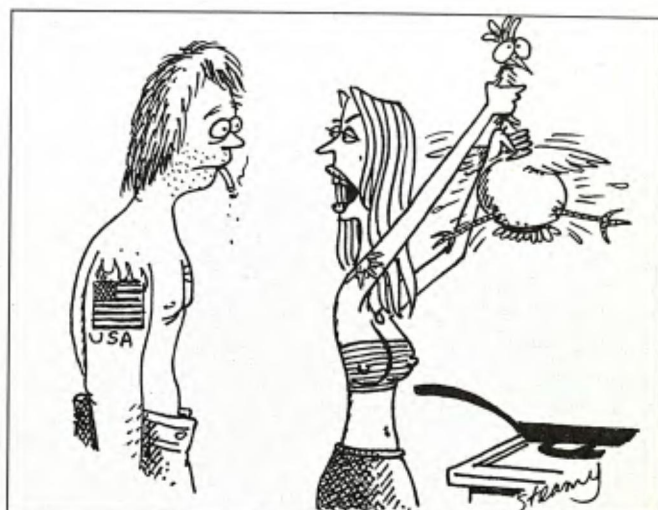
high speeds, and the intake is placed too damned close to the exhaust."

Obviously, God didn't enjoy hearing these criticisms of his work, particularly from a mere mortal. Taking Henry Ford by the hand, he led him to the Celestial Computer, and after cranking up the enormous data banks, the great machine whirled, beeped, and spewed out numerous charts and graphs.

"Check it out, Henry," said God, handing over the printouts.

"Despite all the flaws you pointed out, the data shows there are still more men riding my product than yours."

Tangerine Maelene
Focusing



"How do you like your eggs?"

A 95-year-old lady, obviously dressed for church, wanders into a deserted bar early one Sunday afternoon.

"Excuse me, sir," she says to the bartender in a timid voice, "but may I trade this old coin for a new one?"

"Well, certainly, ma'am," says the bartender with an understanding smile. "My grandmother was the same way—she always wanted a shiny new quarter for the collection plate."

"Oh, it's not for the church," answers the old gal with a blush. "You see, when a quarter is bent like this one, it tends to jam the condom machine."

Cowboy
Gotebo, Okla.

Late one night, a mugger wearing a ski mask jumped into the path of a well-dressed man and stuck a gun into his ribs.

"Give me your money!" he demanded.

Indignant, the other guy protested, "You can't do this to me! I am a United States congressman!"

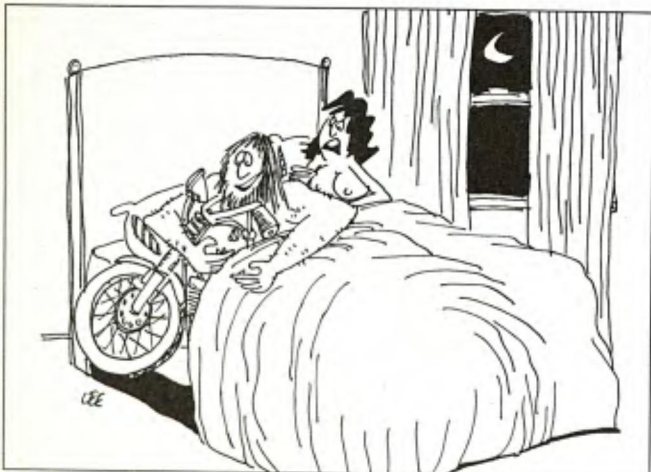
"Well, in that case," replied the mugger, "give me my money!"

Risky
Takin' Chances

What do you call a woman who does the work of two men?

One lazy bitch.

Pascali
Ojai, Calif.



"OK, what's it gonna be, Eddie? Me, or that damned bike?"



"He'd make a good gynecologist if he would stop yelling 'Beaver!' every time he examines a patient."



Deke was visiting his elderly uncle at a nursing home and tried to engage him in friendly conversation. But the old man's age, being in an advanced stage, caused his attention span to be very limited, and his uncle kept dozing off throughout the visit. Deke, not wanting to disturb him, would then wait until he woke up again and continue his conversation with him.

When his uncle had dropped off to sleep for the fifth time, Deke noticed a dish of peanuts on the nightstand by the bed, so he absently began helping himself to the peanuts. Before he realized it, he'd eaten all the peanuts by the time his uncle woke up again.

Embarrassed, Deke stammered, "Jeez, Unc, it looks like you're all out of peanuts, but I'll bring you a new bag on my next visit, OK?"

"Naw, don't bother," said the old geezer. "I can't even chew the damned things ... and I already sucked all the chocolate off those in the dish, anyway."

Doc Tillis
Down In The Mouth

Two drunks were driving down the freeway, drinking a case of beer. Suddenly they heard a siren and saw a cop car's lights flashing behind them.

"Aw, shit! What are we gonna do?" asked the shit-faced passenger.

"Don't sweat it, man," slurred the driver. "I know exactly what to do. Peel the label off your beer bottle, stick it on yer forehead, and lemme do all the talking."

They pulled over to the shoulder, and the cop got out. "May I see your license?" he asked. The drunk behind the wheel handed it over.

"Have you two been drinking?"

"Nossir, officer. Not a drop."

"Well, I noticed you weaving back and forth back there. Are you sure you haven't had anything to drink?"

"I swear, officer—not even a sip."

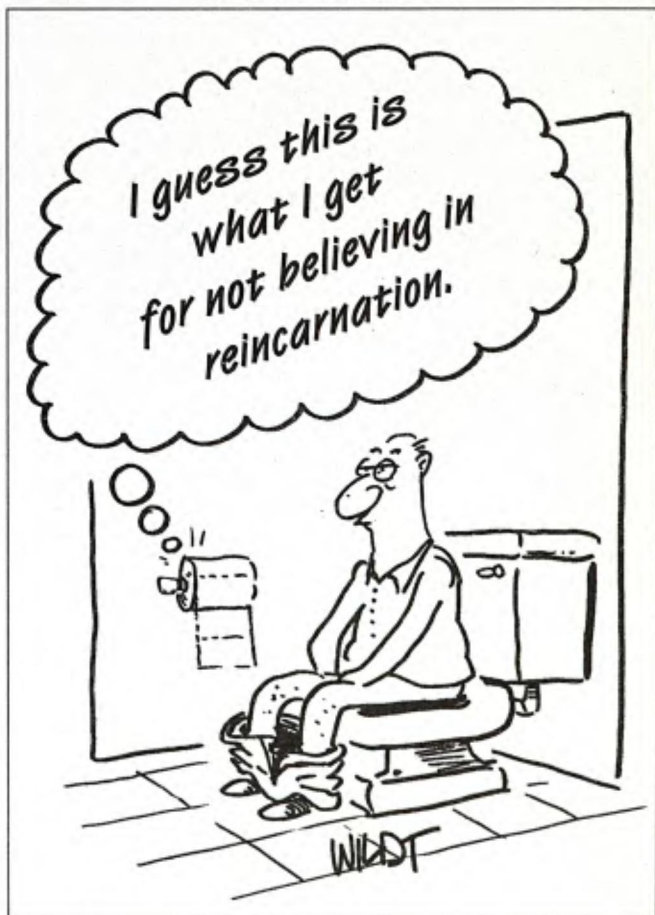
The cop studied them closely and asked, "Then may I ask why you both have beer labels pasted on your foreheads, sir?"

"These aren't labels," replied the drunk. "We're alcoholics, and we're on the patch!"

Flame-out
Atop Old Smoky



"Heads it's head, tails it's tail!"



Face it—everybody can use a good laugh now and then. That ain't to say yer gonna find one on these pages, but whatdafuck, we hadda fill the space somehow, and yer at least bound to run into a gut-grabbin' groaner or two—and they're almost as good. Think ya can do better? Prove it. Whip out yer best stuff (not your meat!) and slip it to us. We'll pay \$40 in hard, American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to: Jokes, P.O. Box 3000, Agoura Hills, CA 91376-3000.

TALKING TECH

WIRING TIPS

I've spent the last 25 years working as a commercial electrician and a little longer building and riding Harleys for myself. One thing I've gained some expertise in is electrical systems. And if you're like me and keep riding when it starts raining, you've probably encountered "moisture" problems with your electrical systems. I have found two products that have worked well for me, and the first one is De-Ox (a commercial electrical contact cleaner available at electrical supply houses). It comes in a squeeze bottle like glue, and looks like green petroleum jelly. After I clean all of my electrical contacts using steel wool and emery cloth, I smear a fine coat of De-Ox on the connectors where the surfaces meet, including the battery terminals, then wipe off the excess with an expendable rag. The next thing I use is a vinyl dip coating. You can find this in most hardware stores; it comes in pint-size cans and is sold for coating the handles of your tools. I've found that applied with a small "art-type" paint brush, this stuff makes an excellent electrical system sealer. The vinyl dip coating stays soft and flexible so it can be cut and peeled off and replaced again. It's not heat-proof, but neither is the rest of the electrical system. So with De-Ox on the inside of all your connections and vinyl dip coating on the outside, you'll be pretty well protected from rain, spray car washes, and spilled beer.

Diamond Bob Lorenz
Hershey, Pennsylvania

That's one helluva tip. I hate spilling beer too ...

BUMMER BEARINGS

Hey! I have a '78 1/2 Shovel. You know, the last year of the 74-cube engines. Well, I have no complaints about the ride. But I found something rather upsetting during my last oil change. Seems there was a strange noise coming from the gear case area of the engine, and I thought it was a lifter or something of the like. Since it's easy enough to remove the cam cone, I started poking around and found nada until I pulled out the cam. As it

would happen, the damned cam bearing in the case had failed and chewed up that end of my cam. Evidently, they used an INA bearing in my engine instead of the Torrington, which is the good one. The bearing was easy enough to fix, but it cost me a cam, so I threw in an Andrews AB grind and I gotta say, the sled runs better. Just tell your readers out there to check and make sure they have a Torrington bearing and not that crappy INA piece in their bike. Have you ever heard of such things on the pre-Evos like this?

Mike Billings
Klamath Falls, Oregon

I have had letters like this from new bike owners, because the INA bearings in the new bikes were failing, but your situation comes as a surprise to me. I'm assuming that you've gotten some hefty mileage out of the ride before this happened, but that does not make the problem any less annoying. I also agree on the Torrington bearing. I run 'em, and haven't had a lick of trouble. Pays to keep your eyes open. Thanks, Mike.

LOW-DOWN

I ride a 1976 FX with a mostly stock 74-inch Shovel engine. I like the way the bike looks, but I would be happier if it sat lower. Is my best option with shorter shocks, a lowered swingarm, or what? The last thing I want to do is mess up the suspension, so any help you can give me would be greatly appreciated.

Joel Robante
Salinas, California

I believe stock shock length for your bike is 12 inches. Aftermarket shocks are available in 11-inch, and companies such as Works Performance will custom-make you any length you like. Lowered and adjustable swingarms are also available in black and chrome that offer a wide scope of lowering abilities. The cheapest way, though, is to take your stock arm, or look for one at a swap meet, and turn it over. This immediately lowers the shock mounts almost 1 1/2 inches. Of course, you will also need to move the chain guard tabs as well. So another, easier option

is to make another pair of lowered shock mounts and weld them to the swingarm directly below the factory ones. Try the ride, and then cut off the old ones if you like, or leave them on should you change your mind later. Also, remember to pay attention to tire-to-fender clearance when you lower the bike.

FENDER FINDER

I've ordered my first Harley. It's a 1998 Sportster 883. My plans include minor customizing for a different look, so I've been reviewing my past mags and saw something I'd like to purchase but don't know where to get it. I hope you can help me out. On page 37 of the November 1996 issue, there's a picture of a Sportster with two ladies astride it. The rear fender is what I desire. It would go great with the Corbin front fender I'm purchasing. Is it stock or custom, and where can I get one? Also, will it bolt on to my '98 or will I have to modify? Any help would be greatly appreciated.

Darryl Schmid
Alden, New York

Yes, it is custom ... Custom Chrome. It's one of their fiberglass slip fenders that slips right over your stock one. Their #13-216 fits '94 to present.

TRANNY TIDBITS

I saw y'all did a Softail tranny buildup some issues back, and I noticed that there was a parts list published for all of the bits one might need to get from the dealer. Well, my dealer is far enough away and a little too expensive, so is there any hope of finding those bits from another source?

Dan Shale
Nowhere USA

The bits being bearings, shifter parts, and the like, right? Well, trannys are a big business now, and between JIMS Machine and Custom Chrome, you should be able to get enough bits to build your tranny. ☺

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F.I.G.H.T.® UPDATE

The NHTSA Gets Ticked Off Who Do They Think They Are?

In the ongoing F.I.G.H.T. for freedom one milestone is, unarguably, the *Easyriders* Freedom F.I.G.H.T. versus Hannigan lawsuit. This represented the first time the Federal Courts had investigated the propriety of a state enforcing a Federal Safety Standard on the end user of a product. As we all know, or should know, the court decided that consumers couldn't be held responsi-

THAT COURT'S MISTAKES MAY VERY WELL END THE HELMET LAW IN CALIFORNIA

ble for the manufacturer's compliance. In plain English, you buy a helmet, one you believe is certified by the manufacturer to meet the Federal Standard, and obey a law—you're OK. This decision resulted in police agencies being enjoined from giving tickets to riders just because they (the cops) didn't think the rider's lid was big enough.

This has enabled bikers across the country to shape up their personal jurisdictions. When a judge, anywhere, is shown an opinion from the 9th Circuit Court of Appeals, on the proper way to enforce a helmet law, it has been our experience that the judge sides with the 9th Circuit. In California there has been one local court that is ignoring the 9th's decision, and that court's mistakes may very well end the helmet law in California. The point is that the *Easyriders* versus Hannigan decision has thrown a big wrench into the works.

One of the "powers that be" (NHTSA) has gotten really ticked off about this! Seems it put a kink into their plan to rule the world. That's right, a government agency that's supposed to work for the citizens is pissed because it is being reined back from working on the citizens!

Well they've gotten a few police agencies around the country to give them a hand in getting their power back, and we thought we would give you guys a run through on what they are trying to do.

A while back NHTSA started sending out a pamphlet titled *Does Your Helmet*

Pass the Test? A Safety Guide. At first, we were sure the agency was trying to effect "notice," a legal term that means someone has "actual knowledge." It is the deficiency in most laws that stops cops from giving tickets to folks using recalled items. (Imagine getting a moving violation for not having a recall performed?) We thought NHTSA's plan was to send these pamphlets out to every registered motorcyclist. We informed our friends in D.C. of what was going on and told them that the exercise by NHTSA wouldn't solve its problems. NHTSA stopped the massive, and expensive, mail out and we thought we had heard the end of this particular pamphlet.

Well, not so fast, bureaucrat killer! It seems NHTSA's goons have been working overtime, trying to make an end run around us, but, as usual with bureaucrats, they made a little too much noise and we got wind of it. NHTSA got these pamphlets in the hands of individual traffic cops, with the instruction that these pamphlets reflect the proper interpretation of FMVSS 218. NHTSA told the cops that if a rider is wearing a helmet that's on this list, he can be cited. Those wearing helmets not on the list, but appearing to not conform to the pamphlet's construction guidelines can be given the pamphlets and cited at a later date.

This is absolutely not the law, and does not reflect the 9th Circuit's opinion, but some courts are buying it. If this is happening in your area, give us a call and we will give you some pointers. We have to stop government agencies from thinking they are responsible for lobbying to institute policy. They (the NHTSA dudes) are worker bees, and they work for us.

As always, the F.I.G.H.T. goes on! We're trying to get our issue, individual freedom, into a high enough courtroom to change the world. This may seem like a lofty goal, but one thing about us bikers—we never give up. Ride safe. Ride always. —Oz

If you would like to voice your questions, concerns, or experiences about the F.I.G.H.T. for freedom, write to Easyriders Freedom F.I.G.H.T., P.O. Box 3000, Agoura Hills, CA 91376-3000. And remember, you can be a part of the solution by purchasing a F.I.G.H.T. kit. Details are on the ad on this page.

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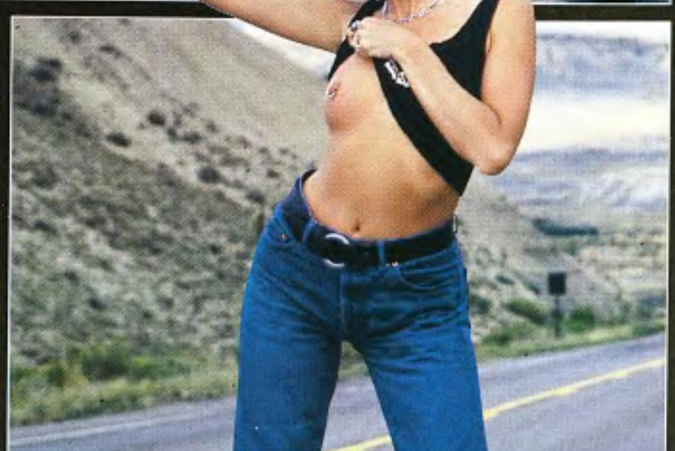
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DURANGO

A TRADITION OF DEATH

LEARNING FROM THE MISTAKES OF THE PAST AND CELEBRATING THE HOPE FOR THE FUTURE

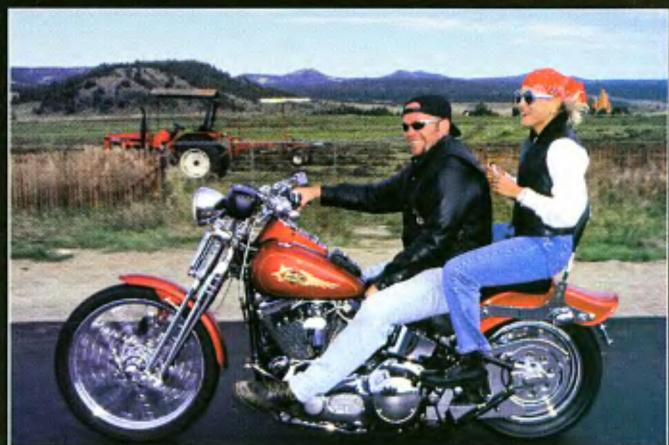
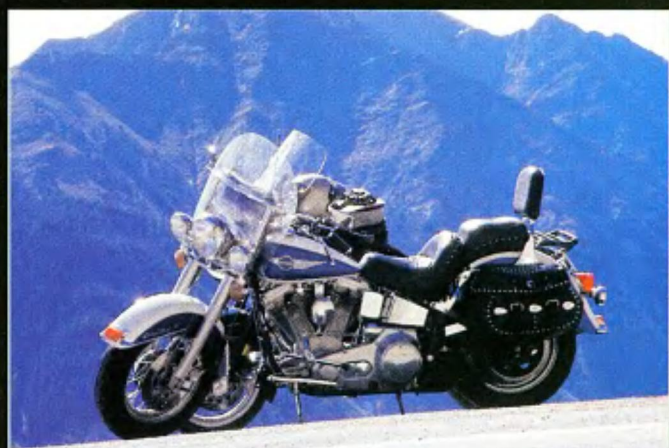
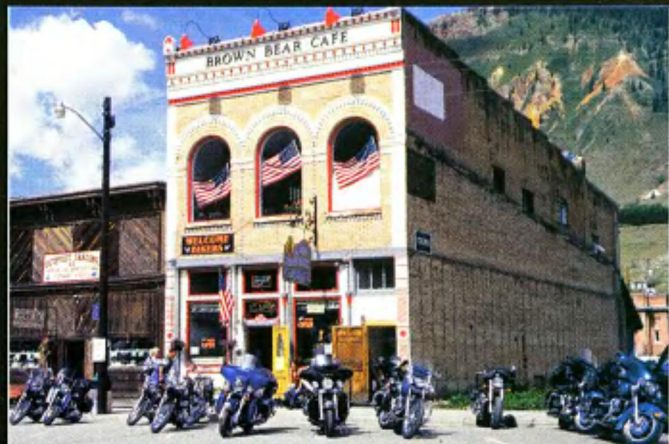


As I rocked my suicide clutch pedal into the disengaged position, I slipped the 5-Ball tank shift into first, then released the clutch on my '48 Panhead and steered it down a winding College Avenue in Durango, Colorado, to the main drag at the base of the San Juan Mountains in the high plains desert in southwestern,

Colorado. Passing through the gentrified town, established in 1881, with its turn-of-the-century buildings, and slick, paved streets lined with bikes and bikers, I was consumed by the Western history. Shortly thereafter, the almost 50-year-old Pan, with its bobbing black springer, took me onto Highway 160 out of the tourist

Mecca, past sprawling ranches, and on toward a less glamorous village on the edges of the desert, encompassing the Navajo Nation and four corners of Arizona, Utah, Colorado, and New Mexico.

Just 24 miles away from upscale downtown Durango, my old bike sputtered and entered the town of Ignacio, and a

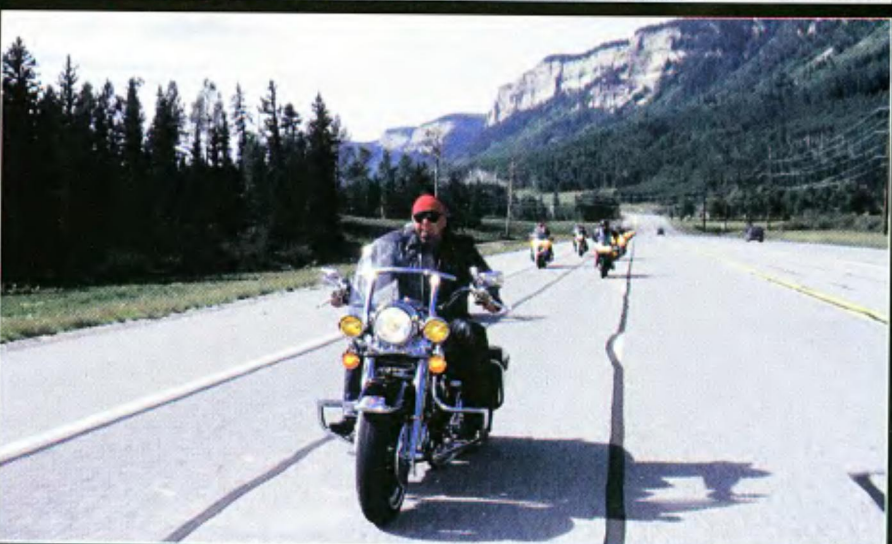
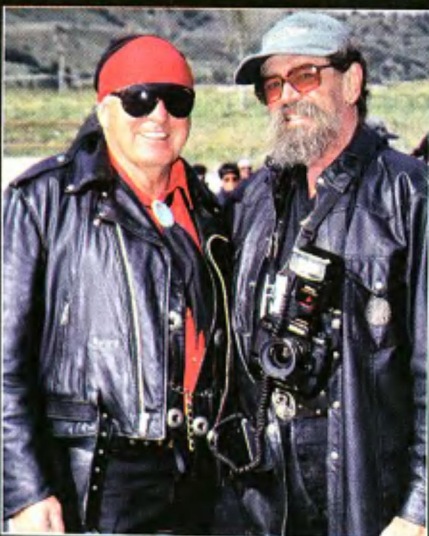
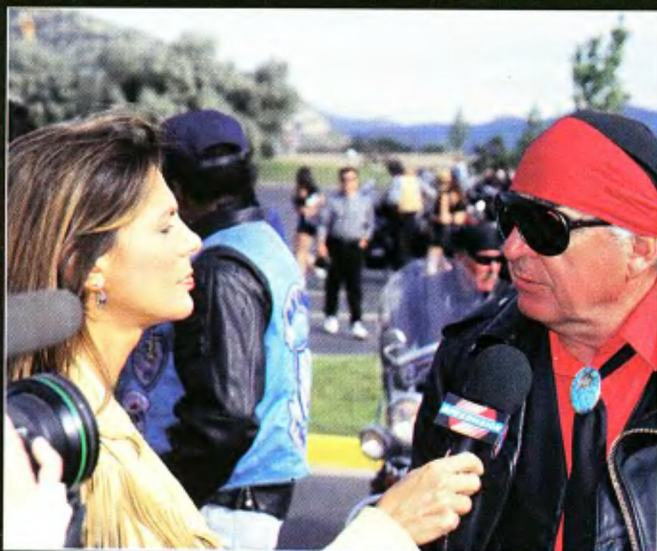
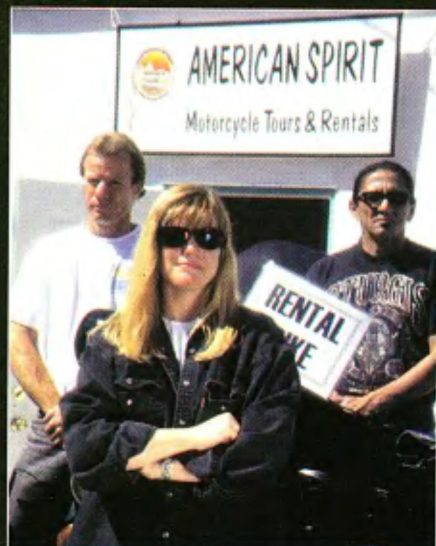


somber thought began to gel. I recognized the real reason for this 5-year-old run: the near-death of another American Indian tribe, the Ute Indians. Once five families strong throughout the Colorado region, the Utes are now consolidated into two sparse tribes. Few remain of a proud people, a people broken,

humiliated, and killed by the white aliens who entered their land, especially in 1900 when the Homestead Act allowed whites to settle on their reservation. The newcomers labeled members of the tribe barbarians and wiped them out in the name of greed. Now they live in a small, undeveloped town

next to the one, but not the only, boon to their humble existence: the Sky Ute Casino and Lodge. Sometimes history rights past wrongs. Years after the white man took the pristine farmlands, oil and gas were discovered under the remaining Indian desert.

It felt odd, though, as I passed the →



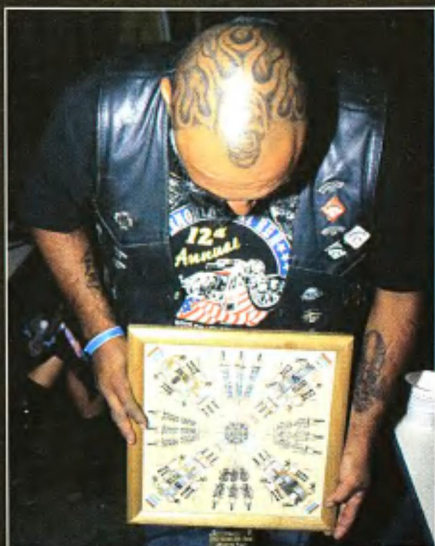
Senator Ben Nighthorse Campbell and Rip.

Harley-jammed parking lot, surrounding the neon-ensconced casino like a colorful medicine dance watched by hundreds of white men on polished steeds. The scene was bizarre and out of place. Bright lights glowed amidst substandard adobe buildings and tenement homes. Looking to the history of the Utes tells a story of death,

denial, and destruction, yet as my mind returned to the present I looked upon our wild horde as white untamed marauders, come to consume the small town on noisy, rowdy mechanical machines—only this time it was for a beneficial purpose.

Death is a part of life, and as bikers we celebrate it with thousands of screaming

skulls in chromed bike parts and smiling skull tattoos. Our fascination with death is a belligerent act of the rebellion against a dark future that hangs so close to our passion. Mexicans celebrate death with similar wild abandon amidst a myriad of Day of Dead tributes. As my Panhead coughed, I putted through town feeling

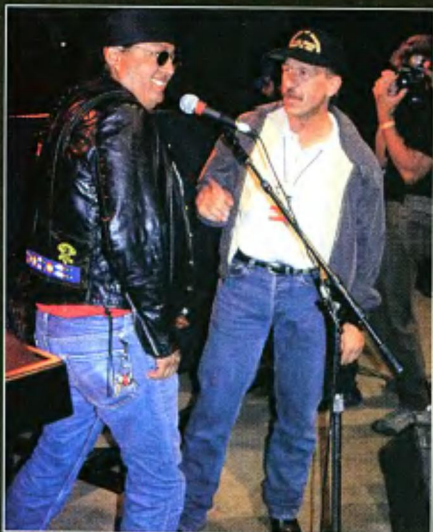
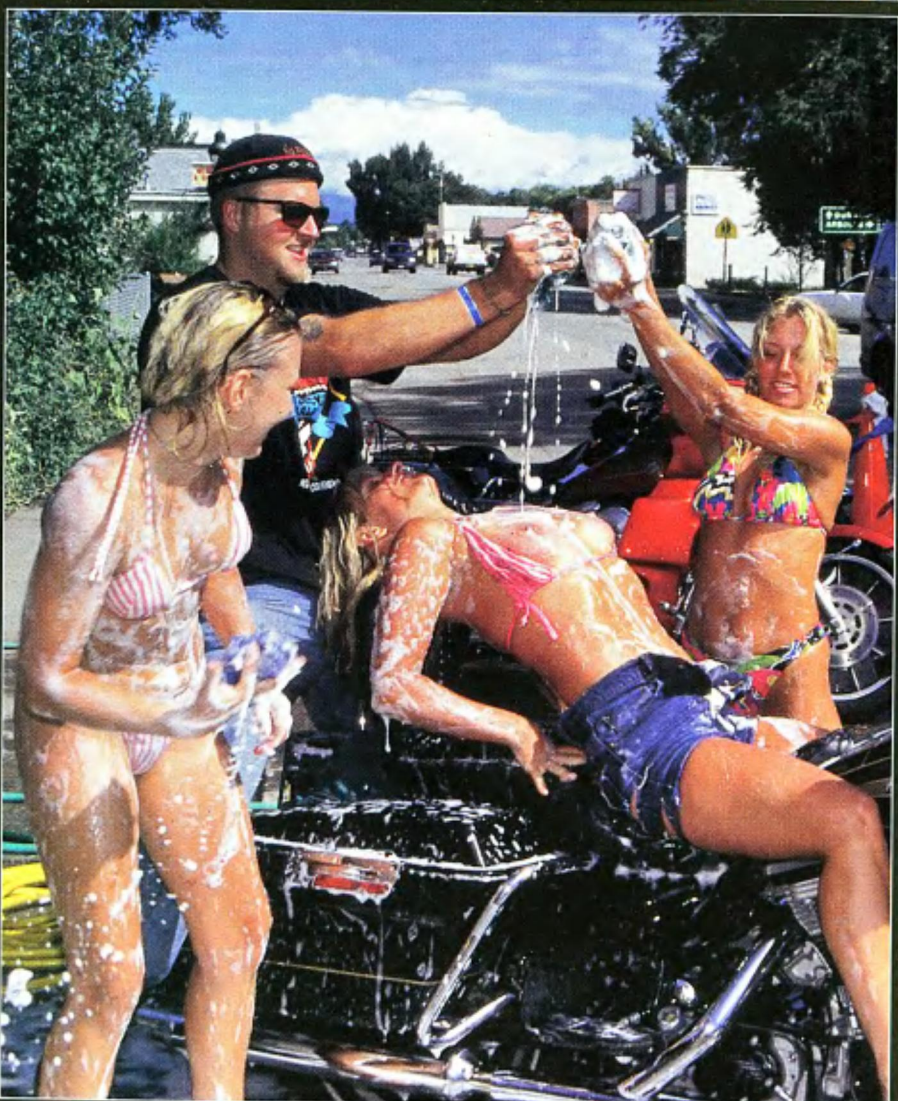


the pain of a proud people struggling to regain their stature on their land. I thought of my father, who had passed away while I was in blasting through the streets of Sturgis weeks before. While I rumbled through the narrow streets another representative of the goodness in the world passed on. Like the American Indian,

Princess Diana was swarmed with uncontrolled humans grinding their teeth with the taste of fame and greed.

The Durango event was better attended than last year, drawing 25,000 to Ignacio. Yet many of the 30,000 riders who leaned into the curves surrounding Durango never shuffled into the dust of

the Sky Ute Event Center to support the reason the event was originally conceived by Mike Lavato, Senator Ben Nighthorse Campbell, and Gib Motto. Many hang out in the upscale restaurants and saloons of Durango; some don't get any closer to the reservation than Silverton, 50 miles north of Durango. However, Warren →



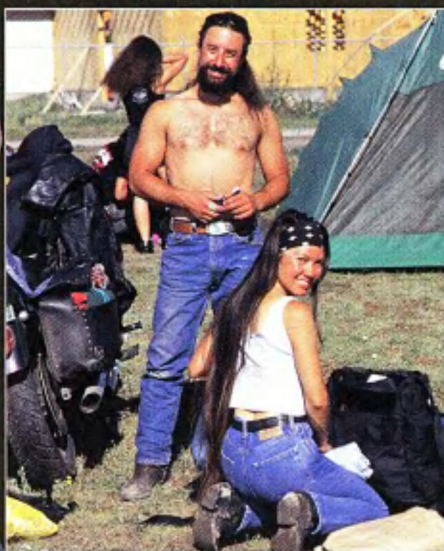
Norman Tippiconnie, winner of the bike drawing.

Bernard, the rally board's current president, along with seven board members and four advisors had the organizational skills and abilities to schedule bullriders, belly-dancers, a boxing tournament, bike shows, tattoo contests, and sled pulls, which have netted more than \$200,000 in donations to many human service and

children's organizations in the area. The Southern Ute Indian tribe is a 1/3 partner in the rally. In addition, many other tribal organizations have received donations from the Four Corners Iron Horse Motorcycle Rally.

While I dodged lines of police cars, slamming my tank shift from one gear to

the next, I thought about the discussions this crew had five years ago when the city fathers of Durango threatened to throw out the heathens on chromed horses. As bikers we have experienced a minuscule taste of the discrimination and humiliation the native Indian endured from the mid 1800s through the early 1900s. We need



Dave Barr signing copies of his book.



to recognize what our attendance means to the people of the Four Corners and give something back to a hardworking tribe that struggles to pull itself up by the fringe of their moccasins to a modicum of the respect their people once had on the hills and plains of Colorado.

Warren and his board shouldn't be

forced to spend the entire year building the entertainment and comforts to entice riders to attend this event. We should all come forward naturally, recognize the desire of these men to help support this tribe, and pay tribute. Each and every rider who rolls into the region to eat, drink, and enjoy the

pristine La Plata Mountain roads, should ride out to the reservation, buy a ticket, bow to the great Wankantanka, and say a blessing to the mighty chiefs who died for their families, *then* roll on to the next party.

Durango is a special event.

—Bandit →



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TATTOO AWARDS

Native American:

- 1st Judy Hunstiger
2nd Dale Martinez

Black & Gray:

- 1st Bud Dehner
2nd Guy Schepard

Tribal:

Suzi Larimer

Best Color:

- 1st Jeff Hunstiger
2nd Diana Layton

Back Piece:

- 1st Dennis Schuckhart
2nd Dale Martinez

Sleeves:

- 1st Angelo Salazar
2nd Alex Tolchin

Best Artwork:

- 1st Jeff Hunstiger
2nd Diana Layton

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- 1st Angelo Salzar
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EVO CLASS:

- 1st Guy Bradley
2nd Terry Beckel

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- 1st Shelly Lutz
2nd Nicki Knox

SLOW RACE MEN:

- 1st Randy Tomei
2nd Dave Thornton

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2nd Crystal Reinhard

PLANK RIDE MEN:

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2nd Byrd

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2nd Dave & Cheryl
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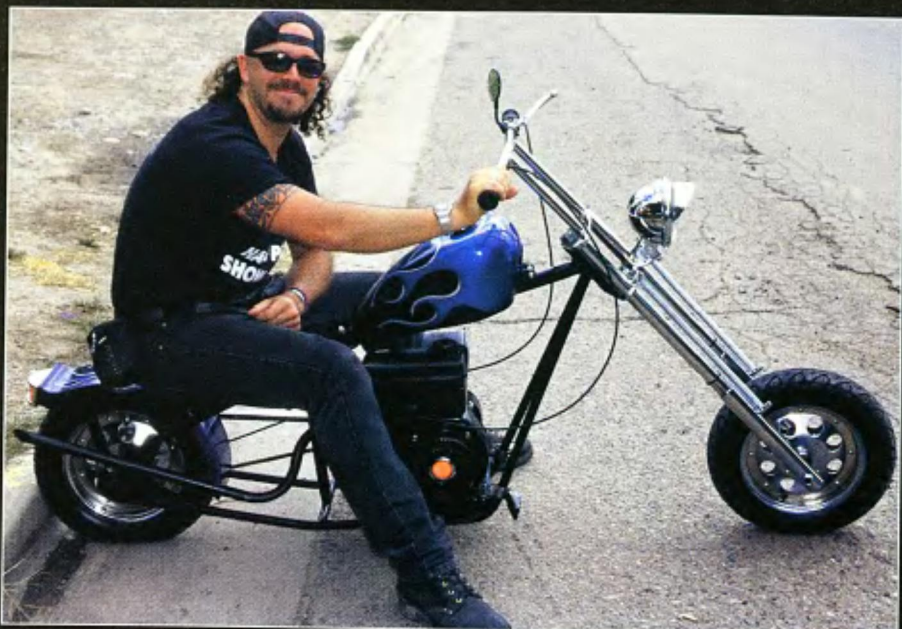
- 1st Nicki Farnsworth
2nd Jim Johnson

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2nd Skip Heaston

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Photos: Stan Miles



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BOYS IN BLUE RIDIN' BLACK AND ORANGE

I don't know, maybe it's just me, but every time I see a set of red and blue lights and a siren attached to a Jap bike, it gives me a case of heartburn. Like the ad says, "There is something undeniably right about a cop on a Harley," and when they stopped buying American I figured we were all goin' to hell in a handbasket. Well it looks like I'll be havin' a little less indigestion, unless I see those lights workin' in my rearview.

Let me backtrack. Last spring, we were ridin' in Arizona with a couple of our pals, Congressman, and *Easyriders* Hall Of Famer, Gary Condit and his brother, Burl, who announced that the Modesto, California, P.D. was convertin' their bike fleet to H-Ds. Since Burl is the scooter sergeant

for that particular department, I figured he knew what he was talkin' about.

I was curious about what turned his city around, since we all know that their former rides were so cheap. Burl told us that the city decided to take a look at the big picture, and when they did H-Ds won hands down. Harleys retain their value so well that they can ride them for 30,000 miles and then get practically the full price for them when they're rotated out. That makes for a great investment, and a happy set of city fathers.

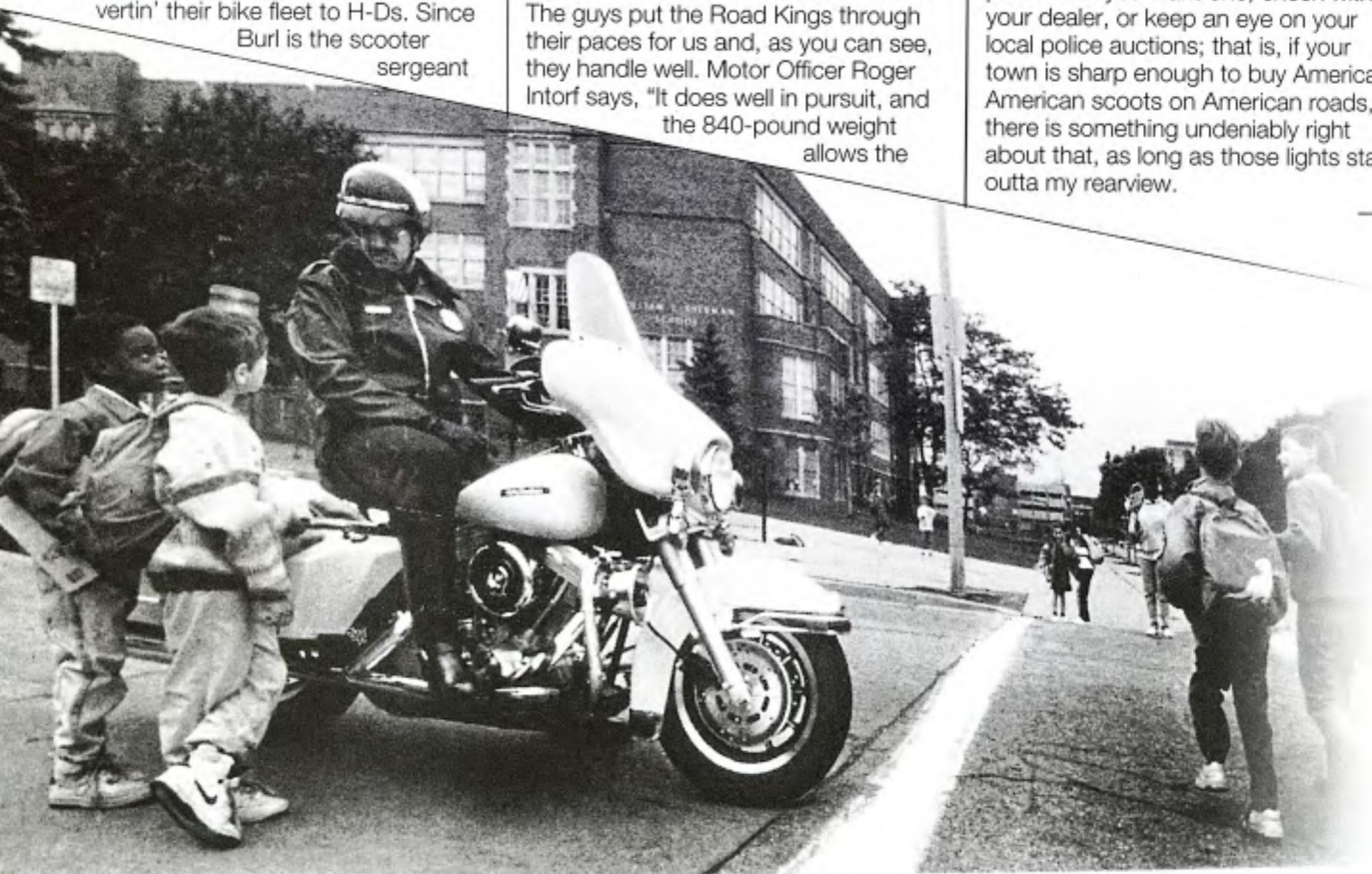
We sent *Easyriders* contributor John Smith up to Modesto to snap a few shots of the boys and get some quotes, and, as usual, John didn't let us down. The guys put the Road Kings through their paces for us and, as you can see, they handle well. Motor Officer Roger Intorf says, "It does well in pursuit, and the 840-pound weight allows the

motorcycles to hold the road well."

Since our conversation with Burl in the spring, we found out from our pal John Miehle, Hog rider and Santa Monica Police Department lieutenant, that Santa Monica was also following suit and laying in an order of Road Kings. Now we hear that the CHP is bidding out H-Ds, too. It's great to see the boys in blue riding American once again, and, as one of the H-D-ridin' badge toters told us, when these guys get on a Harley their perspectives (toward bikers) change.

These Road Kings are also available to the public at, we hear, a pretty good price. So if you want one, check with your dealer, or keep an eye on your local police auctions; that is, if your town is sharp enough to buy American. American scoots on American roads, there is something undeniably right about that, as long as those lights stay outta my rearview.

—Oz

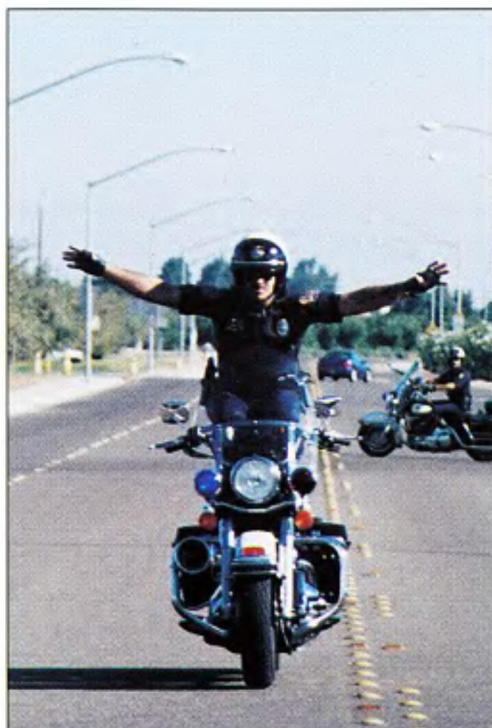


There Is Something Undeniably Right About A Cop On A Harley

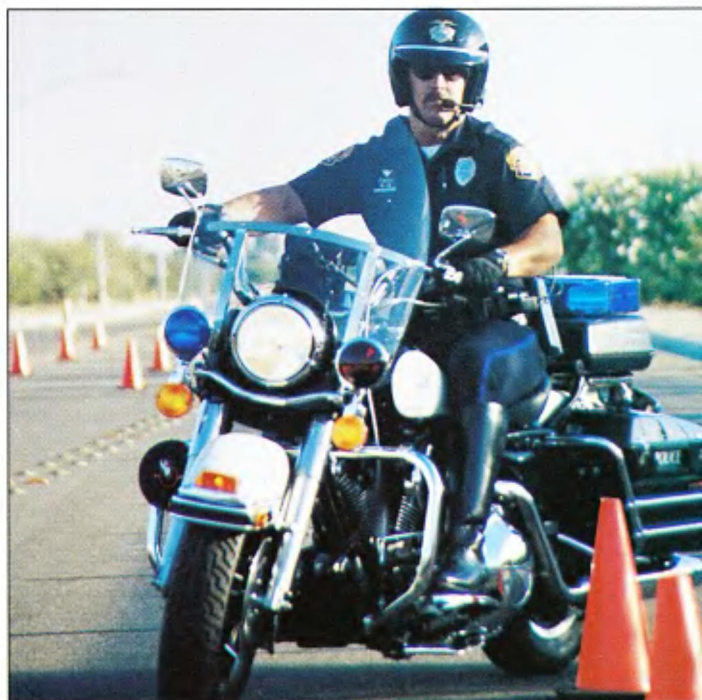
HARLEY-DAVIDSON POLICE MOTORCYCLES



Left to right: Marv Griffin, Steve Davis, Rick House, Ron Lemings, Sgt. Burl Condit, Steve Silva, Clint Raymer, Roger Intorf, K. Castro, and Kevin Stensether.



Photos: John Smith



BANDIT'S *Christmas List*

Holy shit! It's that damn time of year again. Ya can't ride, ya can't even take your scoot to the mall to get the ol' lady a present since there's two feet of snow clogging the streets, and besides, it's as cold as 4,000 ice cubes in a sleeping bag. Gives me the dancin' goose bumps just thinking about it. All right, so I know this is the January issue and by the time you read this, you've only got maybe 25 days 'til the ax falls and Santa's head is stewed again, so you need to move. That was exactly the concept behind the next three pages. Here's a way to make someone happy, even if it's you. Quick, pick up the phone and go to work.

Remember through all the stress of the holidays, it's the brotherhood that counts.

Have a wonderful Christmas.

—Bandit

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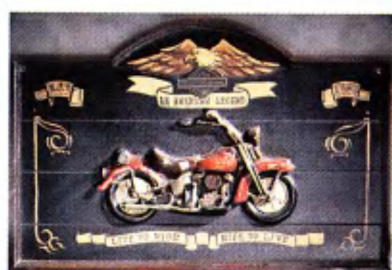
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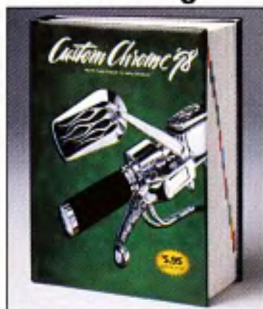
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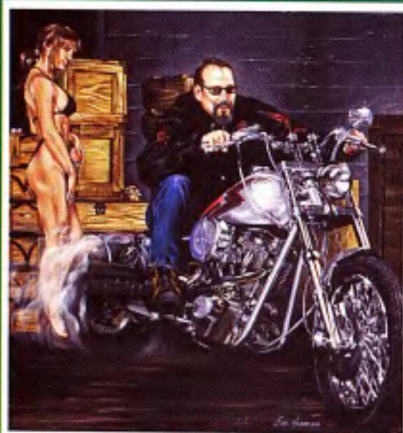
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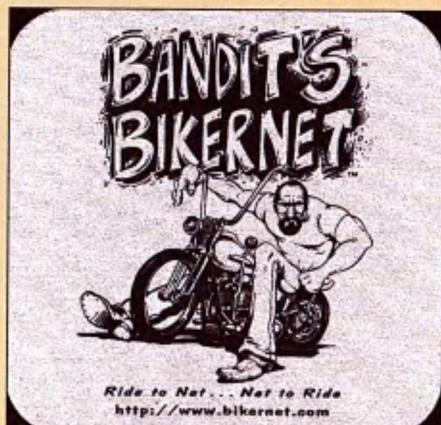
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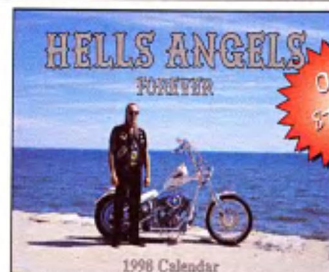
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B. Inside: Merry Christmas. **110326**

C. Inside: I'm dreamin' of a ride this Christmas. **110329**

D. Inside: Here's hopin' you get all the toys you ask for this Christmas. **110324**

E. Inside: Harley with your lights so bright, won't you guide my ride tonight. **110315**

F. Inside: Breakin' thru to a Merry Christmas and a New Year's blast. **110313**

G. Inside: Spreadin' biker goodwill to all. **110314**

H. Inside: Season's Greetings **110327**

I. Inside: Season's Greetings **110319**

J. Inside: Have the ride of your life this season. **110310**

K. Inside: (A Biker Christmas story) **110301**

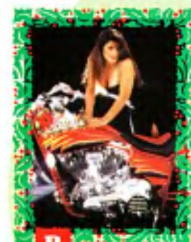
L. Inside: Season's Greetings. **110325**

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A



B



C



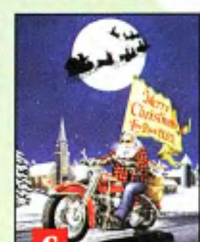
D



E



F



G



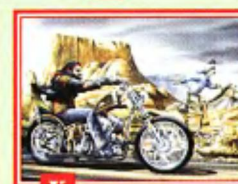
H



I



J



K



L

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Looking at a photo of Arnie Rubin's custom Fat Boy with the ever lovely Nikki Nova astride it, I almost forgot to interview Arnie, but I finally sobered up. "Hey Arnie,

add their own brand of finishing touches.

Arnie hadn't ridden motorcycles since back in the '60s, until a few years ago. One of his buddies got a Harley and

was showing it off, which reminded Arnie how much fun he was missing. "I told my wife, in no uncertain terms, 'I'm doin' my midlife crisis thing on a Harley.'"

Arnie wanted to scream through his midlife crisis fast, so Ghost Rider tore the engine down, balanced the crank, stuck in souped up pistons and a hot cam, torqued down STD heads, and hung a big 42mm hot-shit Mikuni carb on it. →

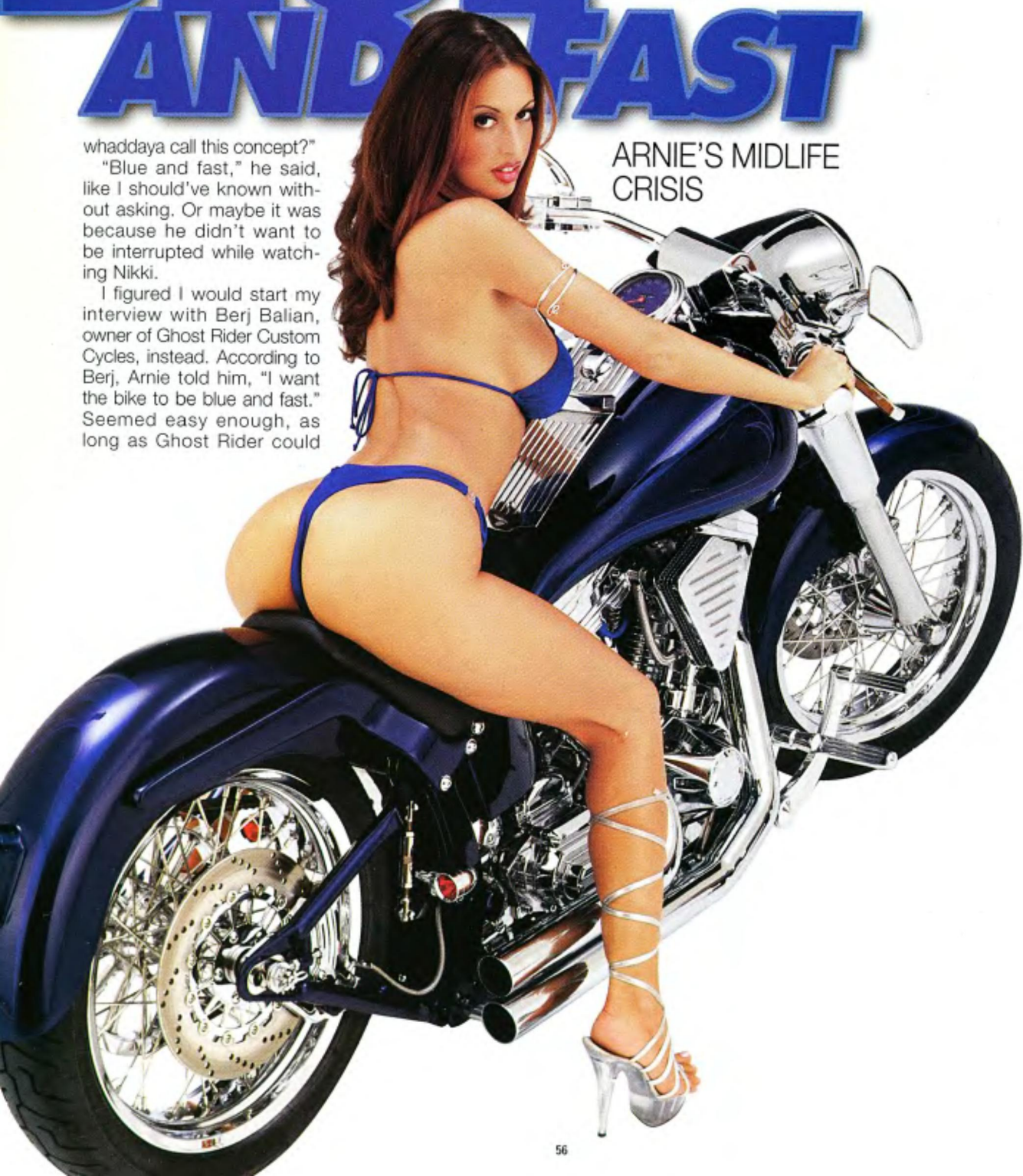
BLUE AND FAST

whaddaya call this concept?"

"Blue and fast," he said, like I should've known without asking. Or maybe it was because he didn't want to be interrupted while watching Nikki.

I figured I would start my interview with Berj Balian, owner of Ghost Rider Custom Cycles, instead. According to Berj, Arnie told him, "I want the bike to be blue and fast." Seemed easy enough, as long as Ghost Rider could

ARNIE'S MIDLIFE CRISIS



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When Arnie experienced what was inside his baby, he downed a beer and said, "Thing's got a lot of meat and potatoes to it." Seems Arnie likes to keep things on the humble side when he's talkin' about the bike, but you'd never guess, looking at it.

So the bike was fast. Now it was time to give it a standout look.

Berj pared the bike down

to the bare frame, lowered the front 2 inches, stretched the tank, and molded the neck and the fender. "Since we had the green light," Berj said, "we slammed this scooter to the ground, beefed it up with some 18-inch asphalt burners, and came out with a mean lookin' ride." Clean and mean, Arnie's midlife crisis began to boil.

"We decided to go for a

different look and mounted turn signals near the rear pegs, instead of on the fender," Berj said, "keeping that clean look."

Berj summed up the bike's finished look, sounding almost as excited as Arnie (if that's even distinguishable): "Everything flows; stuff's not hanging off the bike where it doesn't belong."

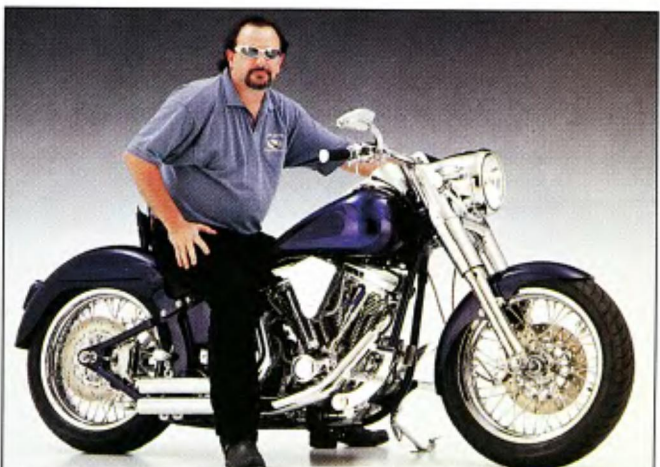
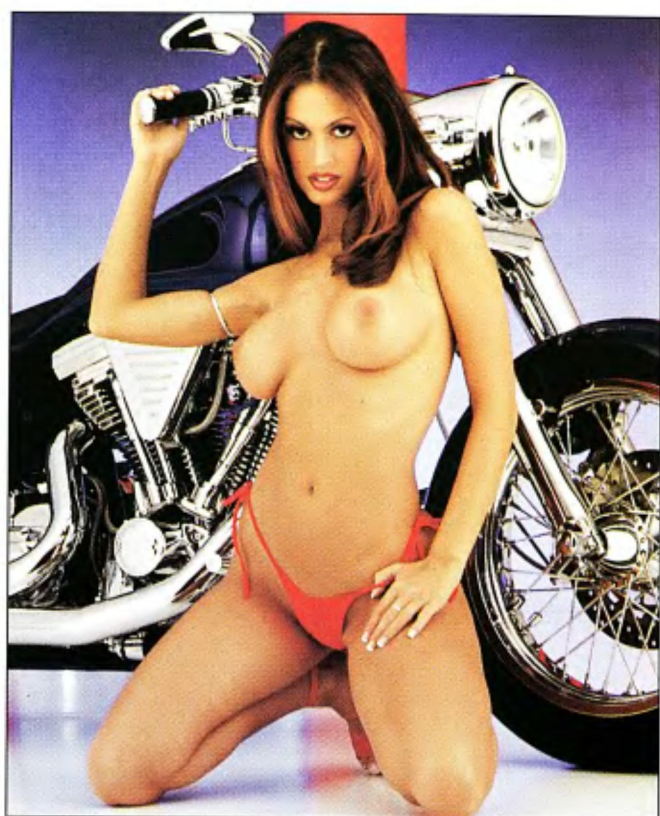
And finally, the paint. Blue, cobalt blue, that is.

Refreshing, since there are so many black ones all over the place. "My crisis was simmering, but I kept the paint scheme clean," Arnie said, again keeping the boiling "crisis thing" close to the chest.

Regarding mid-fuckin'-life crisis, the lovely Nikki Nova will rock and sock any up-in-years bastard back into his 20s. Rock on!

—Da Doc





Owner:.....Amie Rubin
City:.....Encino, California
General
Fabrication:.....Berj Balian, Ghost Rider Custom Cycles Inc.
Year/make:.....1995 Harley-Davidson
Model:.....FLSTF
Assembly:.....Ghost Rider Custom Cycles
Chroming:.....South Bay Chrome, polishing by Distinctive Metal Polishing
Engine
Year/model:.....1995 Evo
Rebuilder:.....Ghost Rider
Ignition:.....Crane Hi-4
Displacement:.....80 cubic inches
Lower end:.....stock 80-inch crankshaft
Pistons:.....J&E, 30-degree dome
Cases:.....H-D

Heads:.....STD
Cam:.....Edelbrock
Carb:.....Mikuni HRS 42mm
Pipes:.....Samson shotgun
Modifications:.....Bad Bones air filter, Nology coils, balancing by Ghost Rider
Transmission
Year:.....1995 H-D
Modifications:.....hydraulic clutch, Joker Machine transmission cover
Paint
Molding:.....Ghost Rider
Painter:.....Mike Lisandro
Color/type:.....cobalt blue/House of Kolor
Special paint:.....Lisandro
Frame
Year:.....1995
Builder:.....H-D, Ghost Rider

Type:.....Fat Boy
Shocks:.....KT Components SolSpension
Modifications:.....KT Components torsion bar

Accessories

Bars:.....Flanders
Handlebar controls:.....Joker Machine
Fenders:.....Jesse James
Headlight:.....Rick Doss
Tailight:.....tombstone, molded into fender
Speedo:.....H-D
Pegs:.....Accutronix
Foot controls:.....Accutronix
Electrics:.....12-volt, Laser Light turn signals
Gas tank:.....stretched
Oil tank:.....stock
Seat:.....Le Pera
Mirrors:.....Joker Machine

Grips:.....JayBrake
Forks
Type:.....wide glide
Builder:.....H-D
Modifications:.....2 under, White Bros. kit, Progressive springs

Wheels

Front
Type:.....Sun Rims
Size:.....18-inch
Tire:.....Avon
Brake:.....Ness
Rear
Type:.....Sun Rims
Size:.....18-inch
Tire:.....Dunlop
Brake:.....Ness
Photos:.....Raiko Hartman



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Day 2 Sunday - 7 a.m.: Briefing breakfast with tour escort at Royal Kona Resort. Hotel checkout and straddle your Harleys. You'll cover most of the Kona Coast highways, viewing coffee mills, the Place of Refuge, Captain Cook's monument, and the temple where he was consecrated as a God. Your tour will end at the Volcano House Hotel for a one-nighter. A night visit to the eruption site will be offered from 7-9 p.m.

Day 3 Monday - 7 a.m.: Tour breakfast meeting before checkout; afterward visit the unbelievable volcano art museum. Then, it's back on the bikes to view the myriad of attractions within the park ... exotic birds, steam vents, sulphur banks, the Halemaumau overlook, Devastation Trail, and then on to the Thurston Lava Tube. The group will leave the park and continue on to Kalapana, the town recently destroyed by massive lava flows. The tour will continue on with a stop at the hot springs for a soothing dip in the mineral waters. Then, we'll continue on to Lava Tree State Park, Craters of the Moon, Pahoa town, and other awesome attractions. This fulfilling day ends at an exclusive Hilo Hotel for a two-day stayover.

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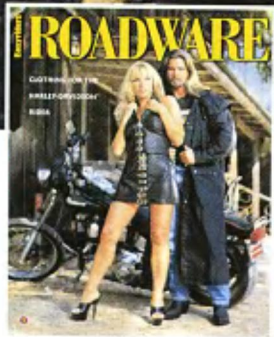
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The small group of 17 original members kicking the plan into action were

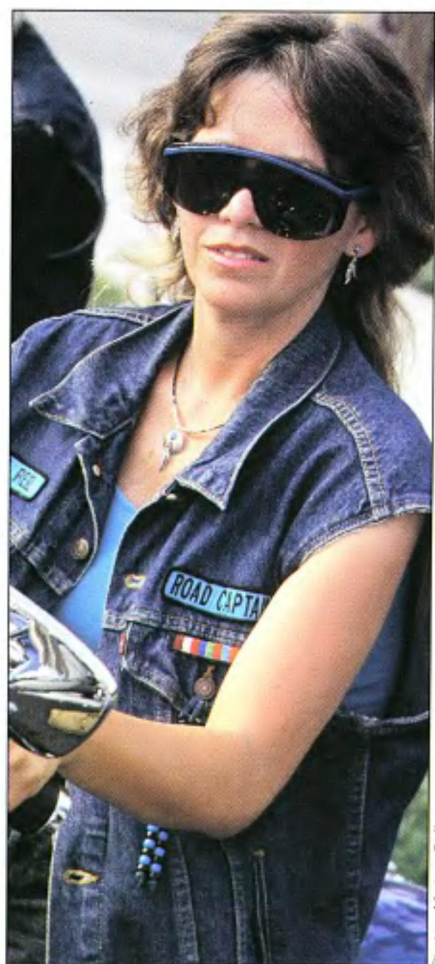
fellow riders with a common goal, and they wanted to take their spinning imaginations to the next step. A club was the plan, but not just *any* club, for these friends who were not just *any* riders. This motorcycle club had to be different because it was different, straight from the original idea. Sure there were already plenty of clubs in their area of Southern California, but none of them was for women riders.

More thought, more ideas and finally

the action necessary to make it all happen led to the creation of one of still only a few female MCs around even today: The Undaunted MC. This is not your average group of ladies out for a Sunday ride; The Undaunted members are all serious riders who share a love for the open road and the freedom that riding America's motorcycle has to offer. Dedication is as necessary as owning your own bike, and The Undaunted has plenty of it.

They have earned the respect of →





most of their male counterparts and often ride with and lend their assistance to other MCs in their area. Oddly enough, although The Undaunted MC is active in the Confederation of Clubs in Southern California, they represent very few other all-female clubs in their state or elsewhere. At least part of this may change, because additional chapters may be opening up as interest in this club expands. That shouldn't be hard to believe, because when something is done with dedication, heart, and

authenticity, there's no disputing the fact that this is something for real.

In a time where style seems to be creeping in over substance, it's nice to see that the dedication to riding, and its accompanying lifestyle, is in good hands with The Undaunted. When ya see one of them riding through town, give 'em a thumbs-up, and appreciate their spirit ... their Undaunted spirit. For more info contact Jan Kimmitt, president, Undaunted MC: (909) 599-2385. —Wordman



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Kit comes complete with S & S chrome teardrop air cleaner, fuel line, clamps, extra main jets, machined intake manifold, bracket and complete instructions. Specify year and model.



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DASH KITS

Includes: Speedo (2:1 or 1:1 ratio), Chrome Dash, Base Plate, Light Sockets, Mounting Hardware, Chrome Ign. Switch.

2 LIGHT DASH KIT
Part # ESP-25 **\$109.95 EACH**

3 LIGHT DASH KIT
Part # ESP-40 **\$109.95 EACH**

CAT EYE DASH KIT
Part # ESP-36 **\$109.95 EACH**

FLH DASH KIT
Part # ESP-74 **\$139.95 EACH**



GENERATORS

GENERATOR W/BUILT-IN REGULATOR
AMERICAN MADE 2YR MFG. WARRANTY

E-7E BLACK 12 VOLT **\$199.95**

GENERATOR S

E-7A CHROME 12 VOLT **\$144.95**

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SPEEDOMETERS

PoliceSpecials, Black face Or Tombstone style.
Specify year & model

Part # EDS-912 **\$49.95**

ORIGINAL POLICE STYLE WINDSHIELD

Windshield kits for FL models. Our beaded windshield kits are made from acrylic for strength and light weight. Windshield for 4 speed FL models 1949 - 84.
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CLUTCH HUB PULLER

Part # ET-8

1936 thru 1984 **\$24.95**

Part # ET-8A

1985 thru Pres. **\$39.95**



DELUXE V - LIFT

1000 LB CAPACITY Deluxe Moto Jack features foot operated hydraulic. This deluxe rollerized model features 4 steel wheels, 2 feed and 2 wheel and a stay bar locking device to keep the lift in full up position when cycle will be left on lift for extended periods of time.

EMJ-2 DELUXE \$299.95

STANDARD V-LIFT COMES WITH FLOOR MOUNT, NO WHEELS.

EMJ-1 STANDARD \$189.95



CLUTCH PACK KIT

Kit includes

5 heavy duty clutch plates,

4 steel drive plates with

rattles, friction disc

with rivets,

heavy duty clutch springs,

and 3 locking stud nuts

Part # EDK-1

Fits BigTwins 1936-84 **\$79.95**



COMPLETE 3 & 5 STUD HUBS

Includes

hub, hub

spring plate

kit, bearing,

retainer and

friction disc.

Part # EDD-1

Fits 3 stud

Big Twin 1941-84 **\$64.95**

Part # EDD-2

Fits 5 stud

Big Twin 1941-84 **\$74.95**



GAS TANKS

FAT BOB KIT

Fits Big TWIN 4 Speed 1936-84, 3.5 or 5 gal. Kit includes: GAS TANKS, DASH KIT (CHOOSE ONE), 2 LIGHT, 3 LIGHT OR CAT EYE DASH, PETCOCK, GAS CAPS

FBK - 1

COMPLETE KIT

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Fits BigTwins 4 SPEED 1936-84 part # EG-23A 3.5 GAL. & 5 GAL. TANK ONLY.

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FAT BOBS FLATSIDE TANK ONLY

part # EG-2C 3.5 GAL. **\$129.95**

part # EG-2B 5 GAL. **\$139.95**

part # EG-3B 6 GAL. **\$169.95**

NEW "STRETCH" FLATSIDE GAS TANKS FOR BIG-TWINS 1984 - UP

THIS RADICAL TANK DESIGN FEATURES AN ADD-ON STRETCH THAT COMPLETELY FILLS VOID BETWEEN WHERE THE STOCK TANK ENDS AND THE SEAT BEGINS.

Part # EFST - 330 4.2 GAL. **\$229.95 SET**

Part # EFST - 331 5.0 GAL. **\$239.95 SET**

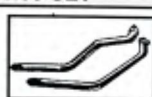
Part # EFST - 332 6.0 GAL. **\$299.95 SET**

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USA MADE SPECIFY YEAR & MODEL

Part # EEX-2 1 3/4" PIPES **\$64.95 - 79.95**

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SPECIFY YEAR

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Part # EPC-1

\$94.95

Fits upto '84 4spd Models.

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Part # EC-51 **\$94.95**

'97 GMA CALIPERS

Bitlet

aluminum / clear

anodized calipers.

Part #

EG - 402ST **\$239.00 EA.**

Others available - call for prices

Part #

EG - 402ST **\$239.00 EA.**

Others available - call for prices

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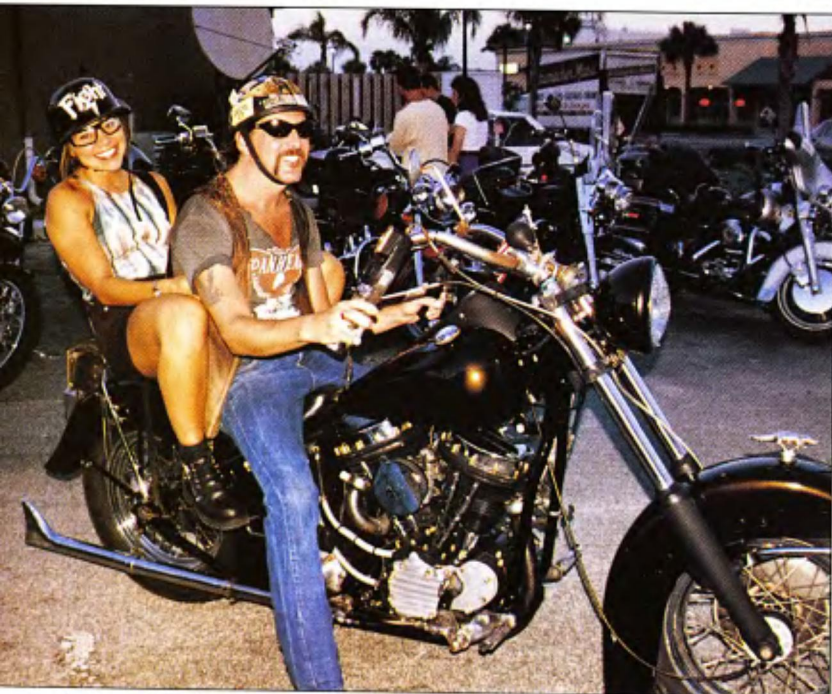
Part #



—Pete Alva, Laughlin Run 1997



—Weasel Starnier, Daytona Bike Week '97



—Katmandu, Stuart, Fla.



—Bob Russo, Hollywood, Fla.



—D.J. Bray, Buffalo, N.Y.



—Jeff Seymour, SEMO 16



—Zane Kuhle, Palm Harbor, Fla.



—Sick Nick, Gray Bar Hotel, Texas



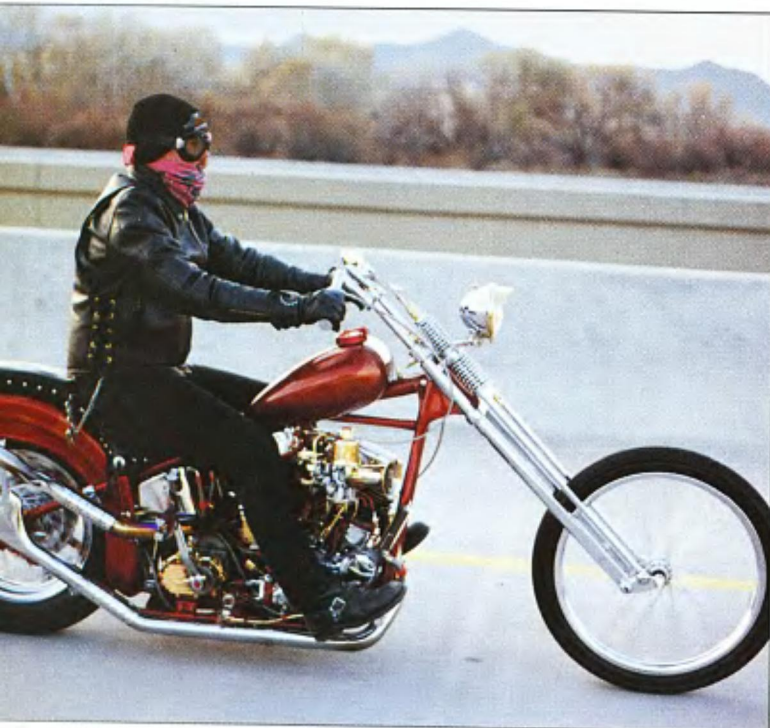
—Cy Kotick, Gulfport Blowout '97, Miss.



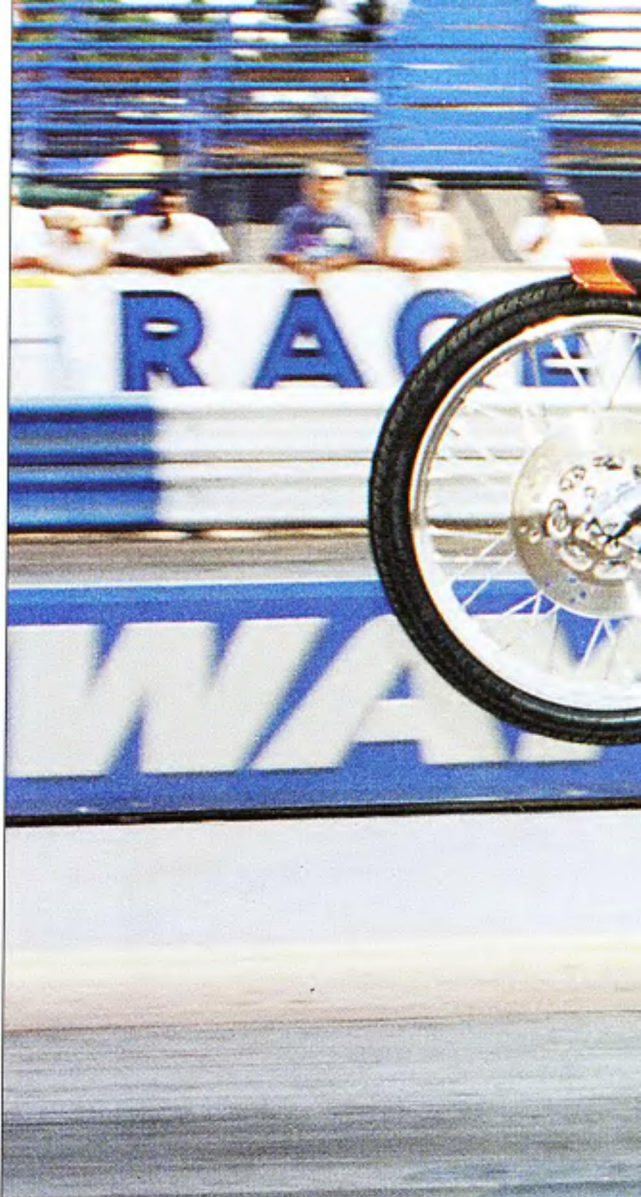
—Tarz, Wapelo, Iowa



—Fool, SEMO '96



—Fitch of Billy D., Arizona



—Dennis Real of Dennis Sr., Sacramento drags 1996



—Blaster of Rose, Worcester, Mass.



—Trish Derran, West Palm Beach, Fla., Toy Run '96



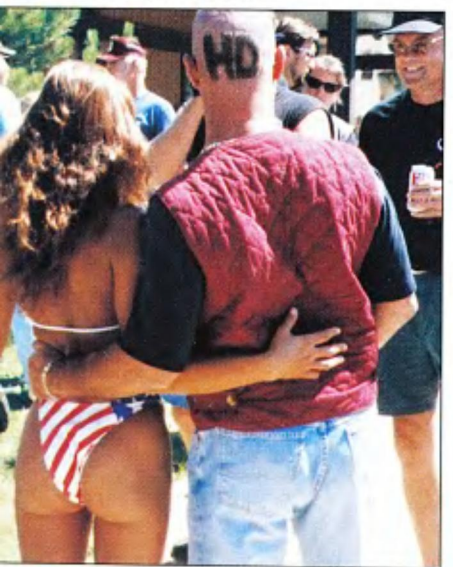
—Strigo's Backyard, Walkersbach, Germany



—Mikel Janitz, ABATE of Oklahoma District 3 Rally



—John Webbig, Lincoln, Neb.



—L.G. Photo, Oklahoma City, Okla.



—Bear and P.A.M. Retz, St. Joseph, Mich.



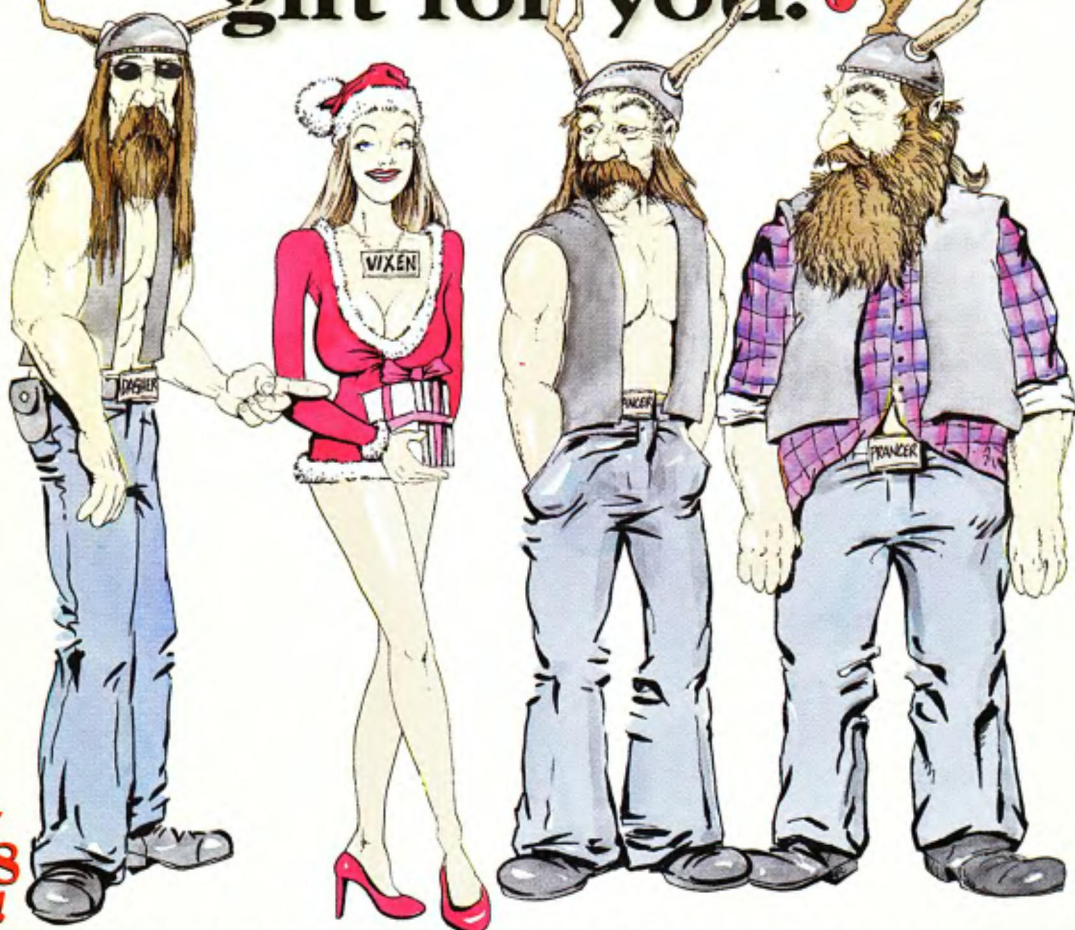
—Bea Thomas, "The Three Little Pigs," Moline, Ill.

Each month, the best pictures our readers send us are printed here. We can use only good, in-focus, black-and-white or color prints (any size) and color slides (35mm, 2-1/4, 6 x 7, or 4 x 5). Whether it's the exhilaration of a dude and his chick flyin' down the road, the let-it-all-hang-out exuberance of a biker bash, or a hot babe showin' her stuff—these photos typify the fun, excitement, and freedom of biking. (Oh, yeah—we now pay \$100 for every

full-page color photo, \$50 for half-page color photos, \$40 for color photos printed smaller than half-page and \$30 for each black-and-white picture printed.) Please label all the photographs you send to us with your name and address. Also, if you want your photos returned, please include a self-addressed, stamped envelope (SASE). So, mail your photos to: *Easyriders* In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000.

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Easyriders®



David Mann

The chocolate-covered caramel apple sat like a prize, gift-wrapped with a gold bow atop editorial assistant Nancy Tier's crowded desk. The nut and caramel confection had been sitting there for three long days. Now Keith "Bandit" Ball is a patient man, but even his patience can be unrivaled by his little-known weakness for sweets. I have personally seen him veer across three lanes of insane L.A. traffic on his bike to get to a frozen yogurt stand. After the fourth day, Bandit could stand it no more. He whipped out his faithful Buck knife and sliced into the caramel treat with wild abandon! Pieces of apple went everywhere and when the dust cleared, Bandit, Nancy, and a few other office denizens had their fill. What does this have to do with the famed Panhead chopper on these pages? Plenty!

DETERMINATION

1954 PAN CHOPPER PAULIE D'AGOSTINO'S

FLAMIN'

The caramel apple was a gift from this bike's owner, Paulie D'Agostino of New Haven, Connecticut, for Nancy's help in getting it in the magazine. Ya see, some people just won't take "no" for an answer. When it comes to his cherry '54 Pan, Paulie definitely won't accept a "no" or even a "maybe." Over a year ago Paulie sent in a few blurry snapshots of his famed scooter to the magazine and as all things do, the flicks found their way to Bandit's office. The pictures sat stably on his cell door conference table for several weeks. Paulie was not to get his bike in the rag and kept after Bandit's sultry sergeant of arms, Nancy, for the pig guy to take a gander at the flicks. Well, the man looked at the rather amateur pictures ... and yawned.

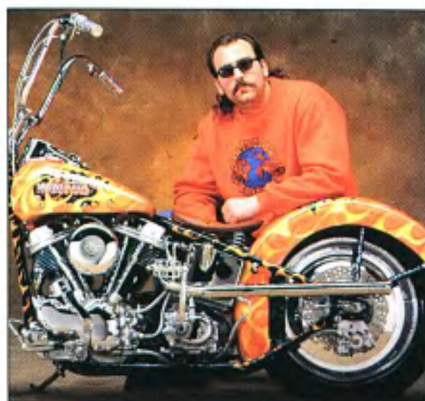
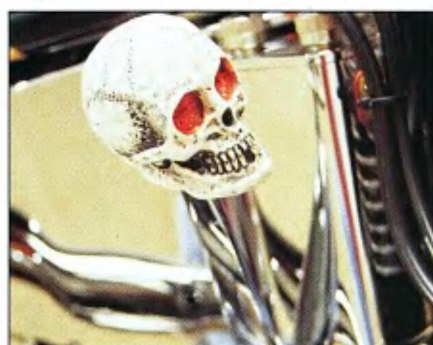
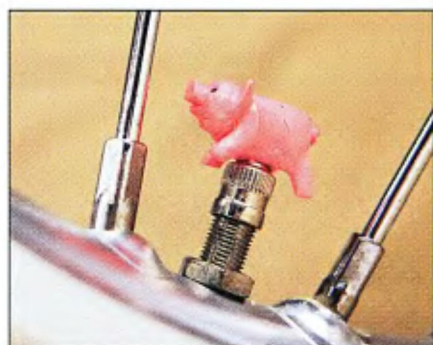
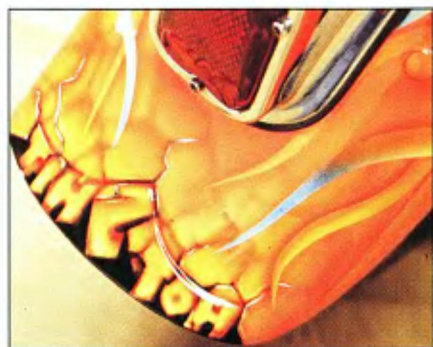
Now Paulie, being Paulie, wasn't about to take a yawn for an answer, so he kept after Nancy with dogged determination. Nancy, being Nancy, kept after L.J. Ball and we all know that you never say "no" to Nancy! Bandit finally shrugged and said, "Tell this guy to take some more shots and send them in. If they're good, I'll consider the bike." You hold the end results in your greasy mitts now. Paulie's determination paid off after many moons. I was personally thrilled when I opened this assignment and looked at the pictures, mostly because the last bike feature I wrote was a damned stock cop bike! Well, this bike rolled outta Milwaukee as a cop bike, too, but you'd never know it now. The scooter's spirit has gone from bone stock and respectable to pure







Owner:.....Paulie D'Agostino	City:.....New Haven, Connecticut	General	Year/make:.....1954 Harley-Davidson	Model:.....FL Police Special	Assembly:.....Paulie D'Agostino and friends	Crossing:.....Brown's looking for a white	Engine	Year/model:.....1954 Panhead	Rebuild:.....Big Jim	Ignition:.....points	Displacement:.....74 cubic inches	Lower end:.....H-D	Pistons:.....Eastern M/C	Cases:.....Harley	
Headlights:.....H-D	Cam:.....factory	Carb:.....Bandix B	Pipes:.....Bad to the Bone, Bob Ryall	Modifications:.....balancing by Big Jim	Shifting:.....jockey	Frame	Year:.....1954	Type:.....H-D straightleg	Paint	Molding:.....John Welch	Painter:.....the great Billy Streeter	Color/type:.....phighthouse of color	Special paint:.....all of it		
Accessories	Bar:.....H-D	Handbars:.....H-D	Fenders:.....H-D	Headlight:.....H-D	Tailight:.....tomato	Speedo:.....catalytic	Dash:.....OEM	Pegs:.....Performance Machine	Foot controls:.....Performance Machine	Electrics:.....12-volt	Gas tank:.....H-D, 3.5-gallon	Oil tank:.....w/stand	Seat:.....thick	Mirrors:.....none	Grips:.....Ness
Forks	Type:.....H-D	Builder:.....H-D	Wheels	Front	Type:.....aluminum	Size:.....21-inch	Tire:.....Avon	Brake:.....H-D drum	Rear	Type:.....Performance Machine	Size:.....18-inch	Tire:.....Avon 140	Brake:.....P.M.	Photos:.....Steve Coonan	DEDUCL NOT INCL



outs. Hell, there ain't even any mirrors on this pup.

The Phantom also has the good taste to have been born in 1954, the same year I was. Let's take a walk around this bullet-proof badass. The '54 Harley straightened frame is basically stock with molding chrome going to John Welch. The Pan is adorned with a nicely restored engine by Big Jim of Beacon Falls, Connecticut. Bob Ryall created the bitchin' split straight pipes, and Billy Streeter is responsible for the wild flame job. The finished custom job is a tribute to determination and style.

—Phantom



FOX HUNT

AUGUST WINNER

You may have lusted after this month's pierced and tattooed Fox, Julie, at any one of the slew of scooter events along the East Coast and Midwest during the past year. Julie and her ol' man, Marshall, hit the bricks to Daytona Bike Week, Am-Jam, the Harley Rendezvous, Biketoberfest, and *Easyriders* events like the Valley Forge bike show (where she was a calendar girl), the Prospect, Pa., rodeo, and the Columbus bike show. It also gave them a chance to use one of their wedding gifts, a 1968 FLH (from her dad) that had just 3,900 original miles on it. You can bet Julie likes to play and finds that the best times to be had seem to happen around bikers. Our winnin' gal is a 22-year-old waitress who enjoys jet skiing and aerobics, along with rides through the Endless Mountains and the rural roads of the Poconos in eastern Pennsylvania. She's getting her body tight in hopes of earning the votes from you readers for next year's Ms. *Easyriders*/Fox of the Year contest. See the shape she got into while modeling with Ken Smith's '96 Softail built by Thunder Cycle Designs on page 92.

—Loudmouth



My first ride was like being in heaven! I was 13 years old in Virginia Beach, and I haven't stopped riding since.
Margaret, Virginia—#101



During my first ride on a Harley I got so wet I had to hold on "tight" so I wouldn't slide off. (Mmmmm, Harley!)
Melinda, California—#102



My first ride on a Harley-Davidson was long, hard, and fast — just the way I like it!
Tracy, Florida — #103



I tilted my head back and let myself go. It had conquered me. I left feeling renewed, refreshed, and ready for more.
Monica, Texas — #104



Before my first putt I thought that I had it all, and had done it all ... then came Harley!
Christine, New Jersey — #105



With the sound of thunder and the awesome vibrating sensations after that first ride, I was hooked.
Diana, Michigan — #106

FOX HUNT

Ladies, make \$500 by being selected the winner and modeling for an *Easyriders* feature! Men, help pick the winner by mailing in your vote. It's up to you to decide which luscious lass gets to share her wares with all of bikerdom in an *Easyriders* feature. So grab a pen and a postcard and vote!

Okay, bros, here's a chance to share your favorite hardbelly with all of bikerdom on the pages of *Easyriders*! We're hunting for the foxiest, real-live, bike-lovin' ladies to show their stuff.

It works this way—if your entry is selected as the monthly winner, you get \$150 for sending in the photo; the cutie gets \$350 for modeling at our studio or choice of location. (Girls, send in your own photo and grab the whole \$500!) We'll even throw in round-trip airfare and deluxe accommodations at a hotel Spider doesn't know about (or isn't allowed into) and maybe—just maybe—even a ride on one of our Hogs.

The contestants are selected by our lecherous staff, and the winner is determined by your votes, based on how many votes are received in the mail during the voting period.

Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders*.

Applicants must be 18 years of age or older to be considered. The following documents are required for each Fox Hunt entrant:

1. Entry photos (nude). No Polaroids!
2. The release form on this page signed and a photocopy of model's driver's license.
3. A photograph of the model holding the signed release form and her driver's license.

Ladies, one last favor. In your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Photographs must be black-and-white prints, color prints, or color slides—no negatives, and no Polaroids. And, sorry,

absolutely no photos can be returned without a self-addressed stamped envelope (SASE); all entries become the property of *Easyriders*.

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard—or on the back of a sealed envelope—and mail it in to #295 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.



Here she is, bros, the September 1997 winner in our monthly Fox Hunt, Kelli, #904, from Las Vegas, Nevada. See more of her next issue.

For this issue, you can begin sending in your votes beginning December 1, 1997.

Like we say, it's easy. Just look over the luscious ladies, note the name and number of the fox who entices you the most, and vote. If you're not into her comments about our lifestyle, you can vote for another girl.

The voting deadline for this month's colorful crop of cuties will be on December 31, 1997.

We will print the winner in the May 1998 issue.

FOX HUNT
P.O. Box 3000,
Agoura Hills, CA
91376-3000

I hereby give *Easyriders* magazine, its successors and assigns, and those acting under its permission or upon its authority, permission to copyright and/or publish any photograph of myself with or without using my name, and to keep changes in or additions to such photographs, portraits, in such manner as shall seem proper to their use. I also understand that editorial matter will accompany these photos. I certify that I am of full age (18) and am possessed of full legal capacity to execute the foregoing authorization.

I further agree that if I am selected, that for valuable consideration this will serve (along with other model releases I will sign) as permission to publish photos from the *Easyriders* photo session.

295

Model's Name _____

Address _____

City _____ State _____ Zip _____

Daytime Phone () _____ Evening Phone () _____

I am _____ years of age, born _____

I will pose Full Nude _____

Model's Signature _____

Photographer's Name _____

Address _____

City _____ State _____ Zip _____

Daytime Phone () _____ Evening Phone () _____

Photographer's Signature _____

Don't forget to vote! These girls are depending on you!

Send a photocopy of your picture I.D. that shows your signature and photo.

In the space below, or on a separate page, tell the staff about your first ride on a Harley.

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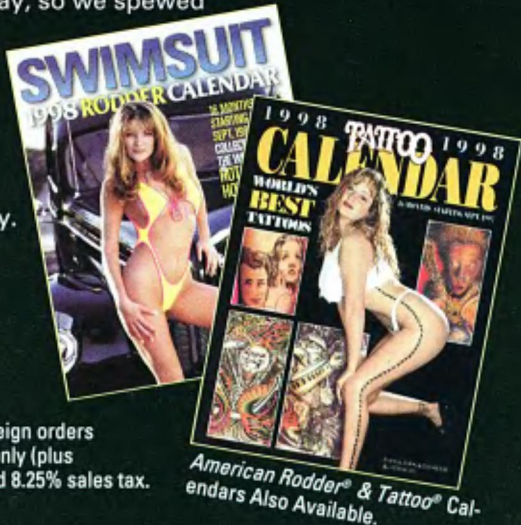
Too hot to handle! Don't touch the photos unless you're over 18! Not recommended for heart patients! Okay, so we spewed out all the required warnings. Grab 16 months of full-color, glossy, scantily attired beauties on hot bikes. No wimpy little photos either. We're talking a full **9x11 inch format**. So if you're tired of scratching notches on your pet rock to keep track of time, order your all new, flamin' hot 1998 Swimsuit Calendar today. Or take a chance and look for it at your local newsstand. On sale now!

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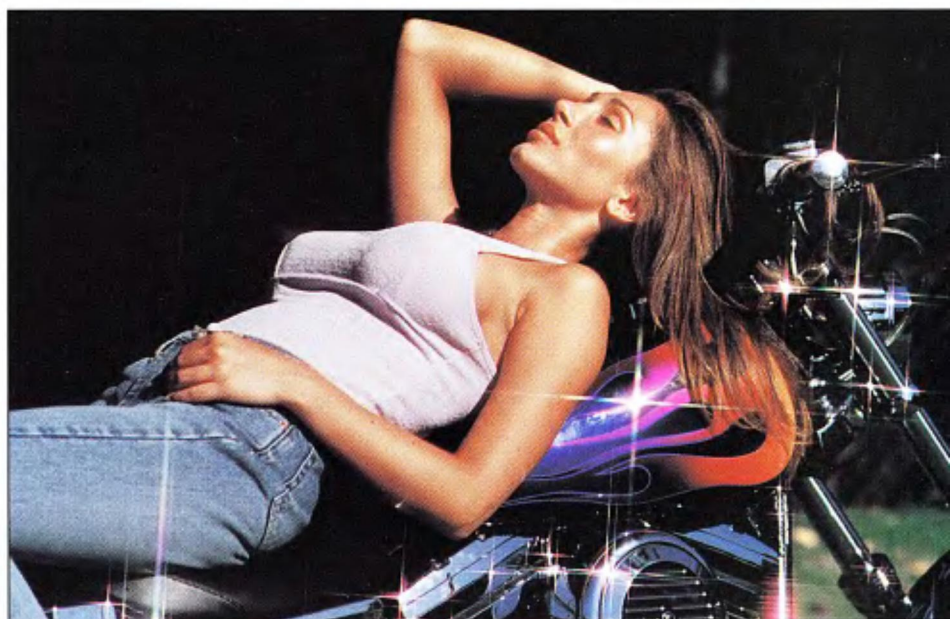
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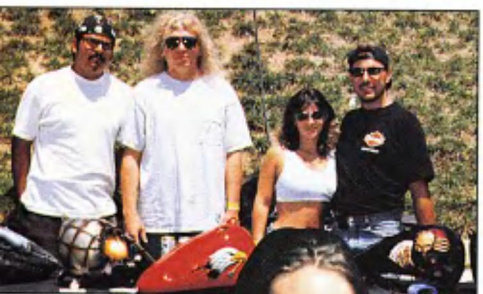
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WILD WHAT? WOMEN? RIDES? PARTY?

BRUN

F H W D



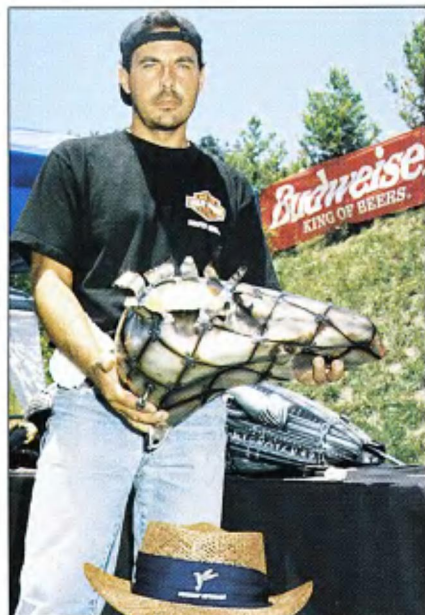
I first learned about the Run for the Wild when one of my bikes was selected for the shoot with last year's winner of the Miss Run for the Wild bikini contest—the hard-bodied, strawberry blond, *Playboy* model, Julie Bourque (see *ER* July '97). Having missed '96's run, but going by the untamed look of this wild lady, I was definitely gonna make it for '97.

Now, if you're not from Southern California and not familiar with this event, you may be wondering, "Run for the Wild what?" Wild women? Wild bikes? Wild rides? Wild parties? Wild

music? Wild what? Every run should be wild and who would want a bike or a woman that wasn't wild?

Well, Run for the Wild is all of the above, but its primary mission is to increase public awareness and generate funds for the Wildlife Waystation, a nonprofit facility dedicated to the care of lost, hurt, abandoned, or abused exotic animals. (And I don't mean out of work exotic dancers and strippers, even though that's not a bad idea).

Hundreds of animals, including lions, tigers, bears, monkeys, eagles, snakes, and wolves have benefited from this

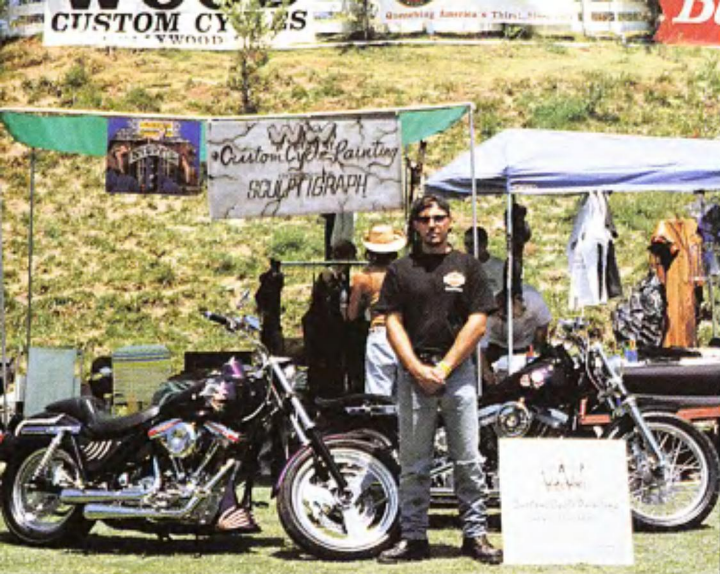


very worthwhile foundation. I've even heard that a few poor Weasels in wretched condition were taken in by the shelter, but no Hamsters to date.

Skipping the organized rides from the various local dealerships, and since we had to be there early to set up and judge the ride-in bike show, Bandit and I hammered it through the long curves of Kanan Road, directly to the run destination—Calamigos Ranch, nestled in the Santa Monica Mountains. Over the next few hours, a good selection of bikes rolled into the center of the vendor area, giving the crowd an opportunity to

scope out some of L.A.'s finest. The lineup included everything from finely detailed dressers and mildly modified Low Riders to earth-pounding blown strokers, stretched choppers, and high-dollar full custom creations. But at this event, the bikes had to take second billing to another show going on at the other side of the park.

No, not the near-naked, voluptuous lovelies manning the dunk tank. One of the unique features of this event was the collection of exotic animals displayed in the natural surroundings of the ranch and the mountains behind →



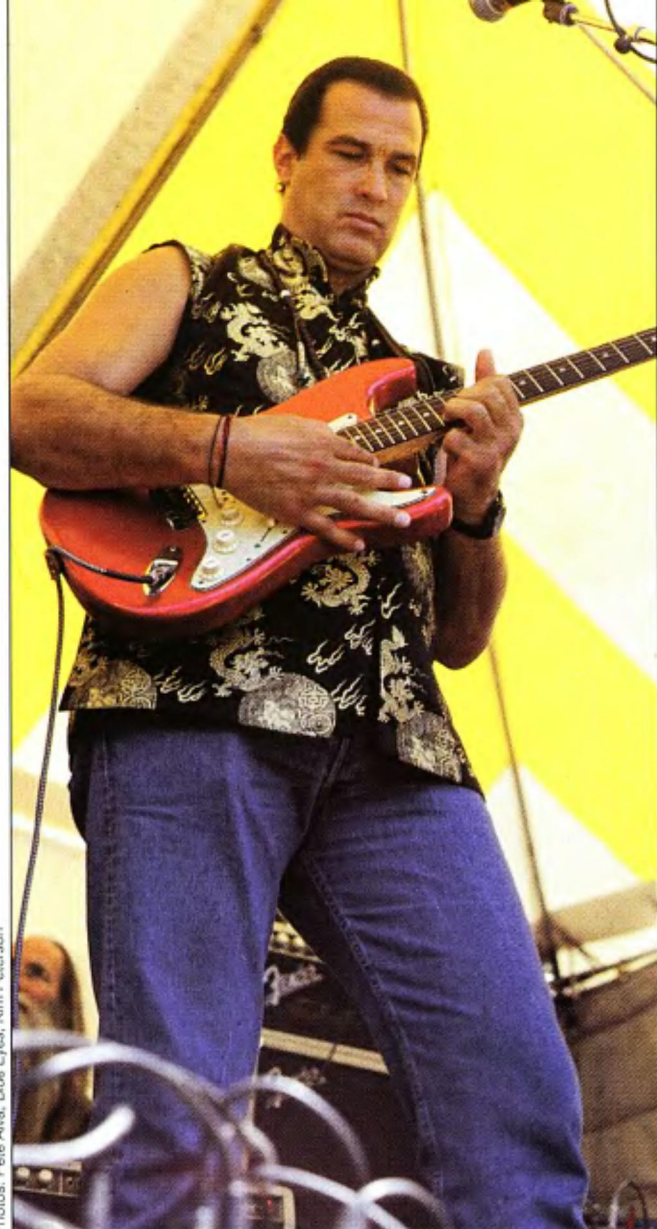
Malibu. Martine Colette, the founder of the Waystation in the Angeles National Forest, and her staff set up a kind of petting zoo and were on hand to answer questions and to keep the animals, of a two-legged variety, at a safe distance from the animals of a four-legged variety.

People's faces lit up as they got to see massive lions and tigers up close. Even the usually acerbic Bandit got a kick out of playing catch with a couple of Bengal tigers—up until they wouldn't give the ball back and neither of us was willing to venture in after it. These 500-

pound pussy cats with 3-inch fangs looked about ready to have Zigfried and Roy as a snack before lunch.

If you don't think the bikes and animals alone were worth the \$25 entry fee, then the music, babes, and excellent barbecue did more than compensate. Actor Steven Seagal was there with his guitar to jam with Bon Jovi guitarist, Richie Sambora. Sixties rock band Iron Butterfly was on stage to crank up the energy, and during the breaks in the live music, there were raffles, a silent auction, the judging of the bike show, and the much





the bike show, and the much awaited Miss Wildlife bikini contest.

After much deliberation, several beers, and a few attempted bribes (donated to the foundation, of course), Bandit and I were able to narrow it down to the three best bikes. Bike painting maestro Mike Lisandro's latest creation took first place, with one of Ghost rider's Softails coming in second, and a wild-looking matte-black rigid taking third place away from the other hopefuls.

With our duties taken care of and plenty of daylight left for riding,

Bandit and I blasted out of there before the finals of the Miss Run for the Wild contest. But judging by the lineup of fine-looking, tanned hardbodies busting out of their *Easyriders*-supplied leather bikinis backstage, testosterone levels in the crowd were about to soar. I was inclined to stay and play, but there was no stopping Bandit since his fiery ol' lady, Becky, had shown up to keep him honest.

Reports are that this year's event was a big success with the Waystation coming out \$60,000 ahead, a \$10,000 improvement over 1996. All in all, this

year's Run for the Wild was a well organized show with great food, excellent entertainment, and a unique opportunity to get up close and personal with some really incredible animals. Hopefully they will make the bikini contest earlier next year since a lot of people were heading out at the same time as us, missing the final judging.

If you want information on next year's run, or just want to make a donation, contact: Run for the Wild, 14831 Little Tujunga Canyon Rd., Angeles National Forest, CA 91342-5999, (818) 899-5201.

FIRST HARLEY, FIRST PROJECT



DEMON NIGHT

I often ask myself, "Self, how should I write this feature? Should I write it based on what I want to know? From the owner's point of view? From the builder's viewpoint? What? Maybe I →

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shouldn't write about the bike and owner at all. Maybe I should pull a Flyntch or Solari and talk about everything else except the bike." Man, no wonder I'm in therapy. Who gives a shit what anybody else thinks? Here's the bike, the fox, and the story. BFD.

After weeks of playin' Oil Can, P.I. and trying to track down Ken Smith, owner of this '96 Softail, I finally cornered him long enough to get some info about the bike. You'd think, knowing your ride was gonna be featured, you'd be more available to at least talk a while about your ride. I mean, shit, you get all excited 'cuz your ride looks really trick so ya send in some photos, then disappear? What's up with that? All right, I'll stop ranting. It's not my fault Ken actually has

a life, unlike some of us chained up in this garage trying to call people and interview them in the real world. Seems he's an independent contractor specializing in decorative concrete coatings. Say what? It's some kind of concrete trim artistry we don't see a lot of here on the Left Coast. So why should you care about that? Hell if I know.

Anyway, about three years ago, Ken needed to keep himself busy—really busy. Seems his mom was goin' through a rough bout with the big C. Unfortunately, she lost that battle and Ken wanted to concentrate on something other than his mom's passing. Ken has a background in modifying hot rods and race cars, so he decided to step into a new arena. He bought his first Harley and began the

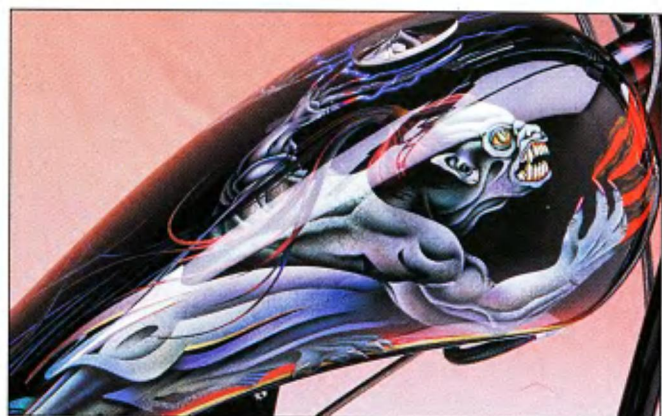
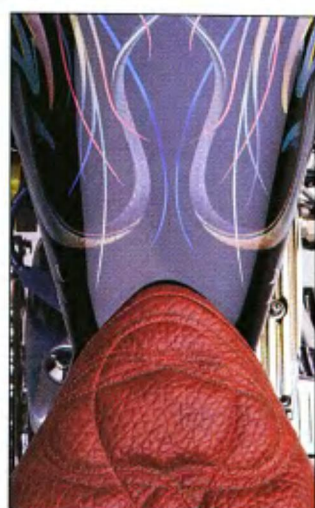
quest for the demon. You know which one. It's the demon created when you say, "I'm just gonna change a few things." That's when the demon appears and does great things to your scooter. Ken began searching for his demon in many bike shops around Lakeland, Florida. He didn't get the response he was looking for, however. According to Ken, most places "thought I wasn't serious and they were real rude." Just as he was about to forget about his demon, he saw a few of Eddie Trotta's creations and flipped over his concepts. He took his Softail to Eddie and told him to "wing it" as far as the construction went.

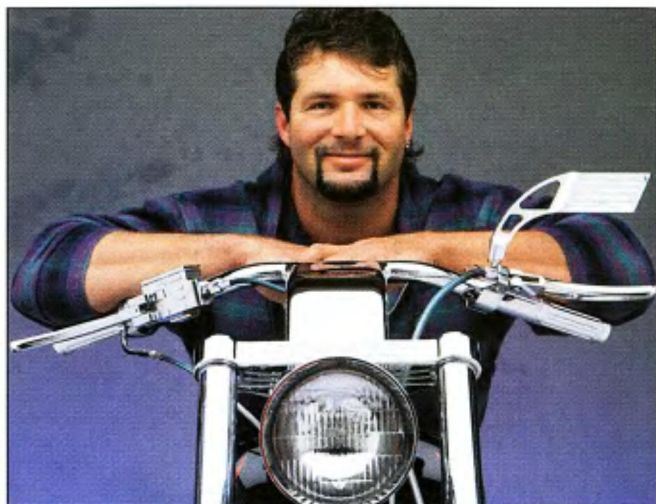
What the hell is that thing on those tanks, anyway? "Ever see the gremlin episode on the *Twilight Zone*? I got

every photo and video I could find on that episode and tried to get as close to the face as possible." Ken took his drawings to Dawne Holmes and let her loose on the art. She muscled up the gremlin and Ken's demon came to life in the shape of a "Frisco-style" chopper. It only took Eddie about 10 months to create what ya see here. Amazing what a little time and some great talent can do.

And speakin' of talent, our Fox of the month, Julie, adds her own style of demonesque talent to this project. Being seen at many *Easysiders* events and other bike doin's around the country helped her win this month. The only question left to ask is, "Do ya get better reception with all that metal?"

—Oil Can





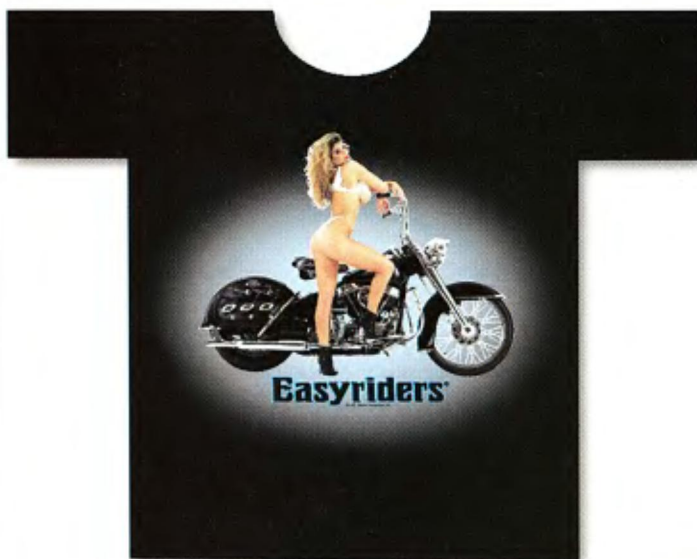
Owner: Ken Smith
City: Lakeland, Florida
General
Fabrication: Thunder Cycle Designs (TCD)
Year/make: 1996 Harley-Davidson
Model: Softtail
Assembly: Thunder Cycle Designs
Chroming: Atlantic Plating
Engine
Year/model: 1996 Evo
Builder: TCD
Ignition: Accel
Displacement: 80 cubic inches
Lower end: stock
Pistons: H-D
Cases: Delkron
Heads: polished

Cam: Crane
Carb: dual throat Mikuni
Pipes: Bartels' H-D
Modifications: Crane lifters,
 Dave Hansen air cleaner
Transmission
Year: 1996
Modifications: chromed,
 RC Components wheel sprocket
Paint
Molding: Jay Barber
Painter: Jay Barber
Color/type: black/lacquer
Special paint: Dawne Holmes
Frame
Builder: Atlas/TCD
Type: Softail

Shocks: Progressive Suspension
Modifications: 38-degree rake,
 4-inch stretch, fender molded to frame
Accessories
Bars: Thunder Cycle Designs
Handlebar controls: H-D
Fenders: TCD
Headlight: Headwinds
Taillight: TCD
Speedo: Dawne Holmes
Pegs: Billet Concepts
Foot controls: Billet Concepts
Gas tank: TCD
Oil tank: TCD
Primary cover: Ness
Seat: Keith's Seats
Mirrors: Arlen Ness

Grips: Arlen Ness
Forks
Type: wide glide
Builder: TCD
Modifications: 4 over
Wheels
Front
Type: RC Comp
Size: 21-inch
Tire: Metzeler
Brake: RevTech
Rear
Type: RC Comp
Size: 21-inch
Tire: Metzeler
Brake: RevTech
Photos: Mike Lichter, Don Rogers (model)

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1996 HARLEY-DAVIDSON
Stock #: UM209 Model: FXRD Engine: 1340
Color: Black



1988 HARLEY-DAVIDSON
Stock #: 211 Model: FLHS Engine: 1340
Color: Brown



1988 HARLEY-DAVIDSON
Stock #: UM202 Model: XLB Color: Blue
Mileage: 18,638



1997 AMERICAN EAGLE
Stock #: AE00148 Model: STC Classic
Color: Dark Red Marble Mileage: 50



1997 HARLEY-DAVIDSON
Stock #: UM215 Model: XLB Engine: 883
Mileage: 2560 Color: Red



1993 HARLEY-DAVIDSON
Stock #: UM212 Model: FLSTF Engine:
1340 Color: Black



1992 HARLEY-DAVIDSON
Stock #: UM188 Model: FLH Stroker
Color: Blue Custom



1992 HARLEY-DAVIDSON
Stock #: UM216 Model: FXRS Mileage:
1340 Color: Black with flames



1978 HARLEY-DAVIDSON
Stock #: UM182 Model: FLH Color:
Blk/Purple Flame Mileage: 7250



1982 HARLEY-DAVIDSON
Stock #: UM183 Model: FXDWG Color:
Dark Red Mileage: 12,220



1997 BIG DOG
Stock #: B07411 Model: Vintage
Mileage: 35 Color: Red/Cream



1993 INDIAN CHIEF
Stock #: 2000 with side car Mileage: 30
Has won numerous first place trophies.



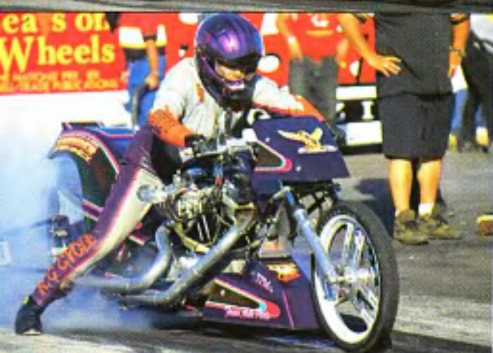
1994 HARLEY ANNIHILATOR
Stock #: UM1500 Model: Turbo Custom
Engine: 80ci - 117 H.P. Mileage: 173 Color:
Yellow/Purple



TITAN
Stock #: T140200 Model: Sidewinder
Engine: 1573cc-96ci - 108 H.P. Color:
Blue



TITAN
Stock #: T140201 Model: Roadrunner
Engine: 1573cc-96ci - 108 H.P. Color: Red



RIP'S RUN

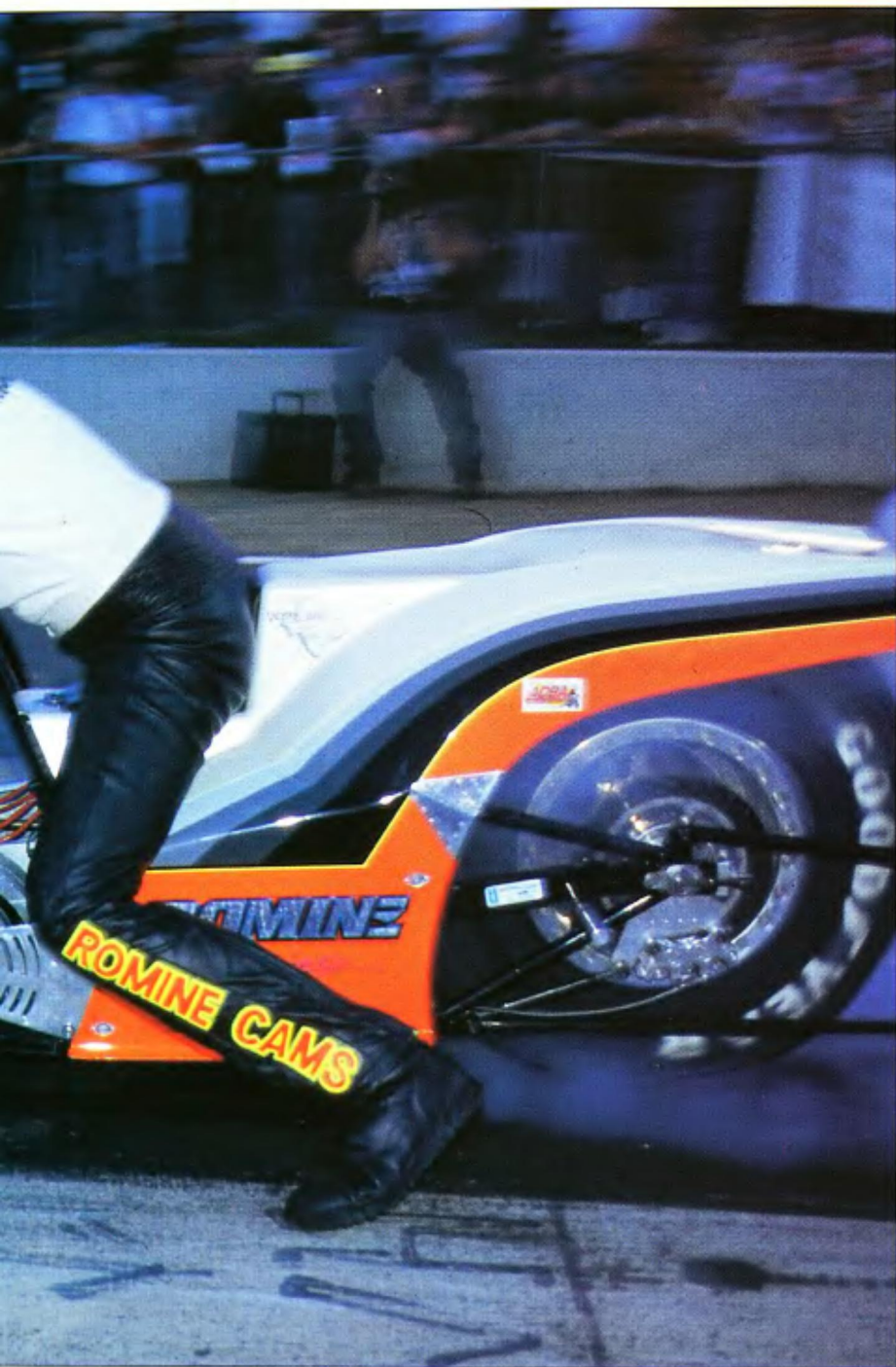


SHOOTOUT



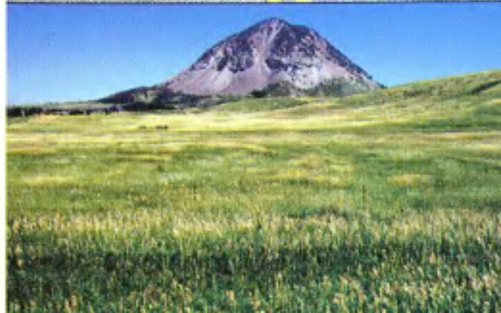
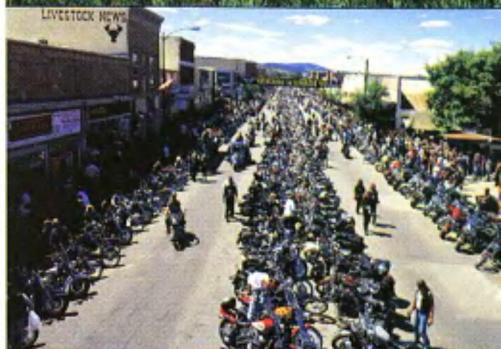
Howdy. Well, here we go again. This time from Packerland—Milwaukee, Wisconsin—where I hung around for the *Easyriders* Rodeo held in Waukesha, Wis., July 11-13. You may remember all the trouble I experienced

with Sugar Pai in the New England states last month. I finally got her fixed at Hal's H-D in New Berlin, Wis. On the day of the Rodeo finals, Sugar wouldn't start so I called my old pal Kirk Topal, co-owner of Hal's H-D, at home. He picked up Sugar and loaned me a police bike while they tore into her. It turned out to be a loose



exhaust guide in the rear head. Seems that an oversized guide should have been installed when the new valve went in. Sugar also received a new starter motor. The old one had close to 80,000 miles on it. It probably would have lasted longer but I'm thinking that the high-compression Wiseco pistons put a strain on the

system. Hal's H-D is a big store and shop. Hal and his son, Kirk, also own and operate Wisconsin H-D in Oconomowoc. They are involved in many high-performance racing programs, from drag racing, to road racing, to roundy round flat-track dirt racing. The best part is that they have the wherewithal and talent to get



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ZZ Top and friend in Rapid City.

the job done right. They stock many parts, and the ones that aren't in the store can be ordered rapidly. Mikey does much of the head work, and Rob does many of the big-inch motors. Currently, Rob is building a huge engine for the drag strip.

Thinking that not much would be happening during the Rally's first weekend, I hung around Milwaukee to see what the Buell BRAG homecoming was all about. It was four days' worth of fun aimed at Buell riders, culminating with a NASB road race at Road America in nearby Elkhart Lake, August 4. Thursday and Friday preceding the races they had rides around the greater Milwaukee area and also tours to the H-D engine and transmission plant as well as the Buell factory. I learned that the NASB racers aren't sanctioned by the AMA and that they operate with a different rulebook. Theirs says they can modify any part of the power plant as long as the bike doesn't exceed a certain amount of horsepower—I think I heard 102 ponies to the back wheel in the EBC Sport Bike class. As soon as the race is over, the first three putts are spun on a dyno. I think that balances things out with the more sophisticated multi-piston offshore motorbikes.

I can't tell ya who won, since I left early Sunday morning, the day of the races. However, I can tell ya the results of the dyno shootout at Hal's H-D on Friday. They had

four classes, with 31 entrants. In the S2 class Rich Stringer of Crown Point, Ind., did 64.9hp with his '95 Thunderbolt. The M2 class was won by Tony DeLorenzo of near-by Waukesha; his '97 Cyclone did 67.2hp to the back wheel. The rules for these two classes allow for muffler changes. In the S1 or S3 class Bill Pate of Jacksonville, Fla., went home a winner when his '97 S1 Lightning did 80.9hp. In the open class, Charlie Guardiscone's '96 Thunderbolt took the honors with 94.5hp; he's from Waukesha and had an 88-inch motor.

While in New Berlin, Wis., I stopped in at Mustang Shelly's Roadhouse, a neat bar frequented by the biker community thereabouts. They have live music Saturday night and a jam session Sunday night with the Reverend Rick Raven. I saw The Mighty Aces play butt-rockin' boogie blues. Shelly's serves mixed drinks and has a good selection of sandwiches and beverages. They also have 13 different appetizers and seven types of pizza.

Sunday morning Sugar and I left my cheesehead friends in Milwaukee in a slight drizzle, which turned into a torrential downpour the farther west we went. It finally let up as we neared the Mississippi River. I stopped, got out of my rain gear and took a few pictures, then split west-bound once again on I-90.

At Bergdale H-D in Albert Lea, Minn., →



Ted Nugent at the Buffalo Chip.



Ugly MC prospect Dusty Hill surrounded by future bros.



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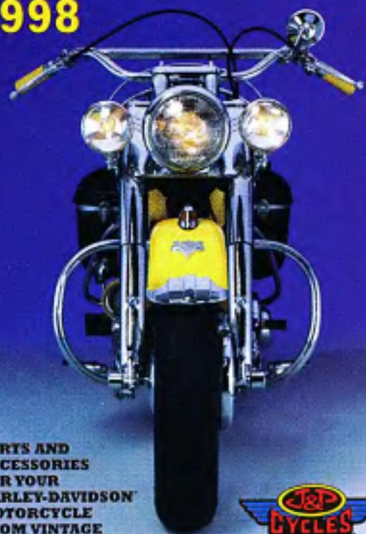
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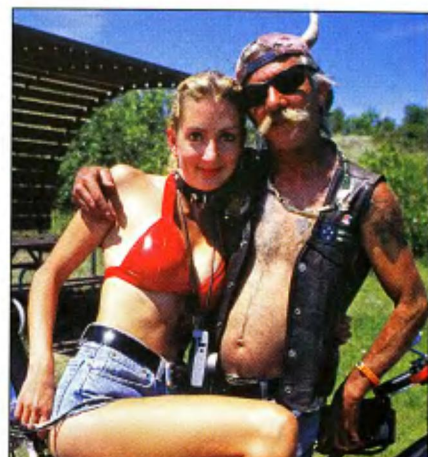
Rob at Hal's H-D, New Berlin, Wis.

I changed the oil and filter on Sugar, which is always a good idea when ya get a top end done. They were open on Sunday to catch riders like me on the way to Sturgis. I was the last customer of the day, and their ace mechanic, Larry Doyle, was kind enough to hang around to lend me a hand. He has a sharp-looking Sporty that he drag races. I've stopped there many times over the years, and they've always treated me fairly. Keep 'em in mind for next year.

From Albert Lea, Sugar took me to Sioux Falls then on to I-29 south till we reached State Highway 50. It's not a direct route to Sturgis, but we wanted to visit with Dusti, a reader from Yankton, S.D., who'd been in touch for a while. We spent that night at her pad before moving on the next morning after breakfast. We talked about seeing each other later in the week in Sturgis, but never hooked up.

Since I missed Sturgis last year, due to illness, I wanted to make up for it this year—boy, did I have fun. First of all, *Easyriders* opened up its cafe and truck stop just south of exit 30 on State Highway 14A. It was crowded all week.

Across the highway is the Jackpine Gypsies property, where they hold hill-climbs and flat-track racing. This year, for the first time, they held a motorcycle rodeo. Rodeo Ray and Gary Freel showed up and demonstrated to the



Nice-looking couple near Bear Butte.

fans how their sled pullers operate. I was there Tuesday afternoon. That night I caught the ZZ Top concert, courtesy of some Ugly MC friends of mine. It was grand. They played to a sold-out audience and sounded as good as ever.

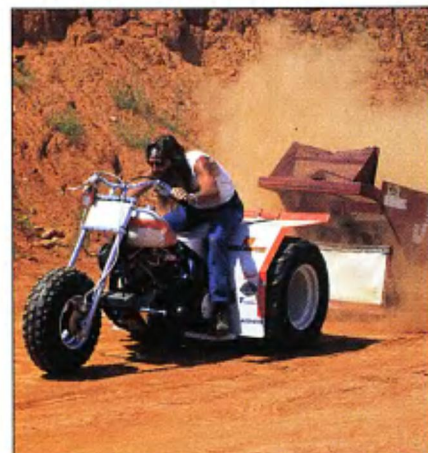
Wednesday, Sugar and I rode back to the Rushmore Plaza to see what H-D had for 1998. I liked seeing the performance packages offered for the fuel-injection models and the Screamin' Eagle parts—that's a step in the right direction. And have ya seen the new dresser saddle? Yeah, the one with air. What will they think of next? That night I caught Ted Nugent at the Buffalo Chip campground. Not ever seeing him live, it was fun and interesting. He has a rather large distaste for certain government officials.

Thursday I checked out some of the vendors at the motorcycle expo and community center before heading to the drag strip. There were beaucoup vendors selling everything imaginable. The drags were overloaded with fuel bikes with over 28 teams showing up to do battle. In the Top Fuel final Doug Vancil from Albuquerque, N.M., took the win light from Dale Nungesser of Belle Plains, Kan., with a 4.61 E.T. vs. Dale's 4.68 E.T. Check out *Quick Throttle* magazine for more in-depth coverage of these kick-ass drags.

Friday morning I rode by the Black →



Wedding day for Peter and Patty.



Bob Moon on Gary Freel's sled puller.



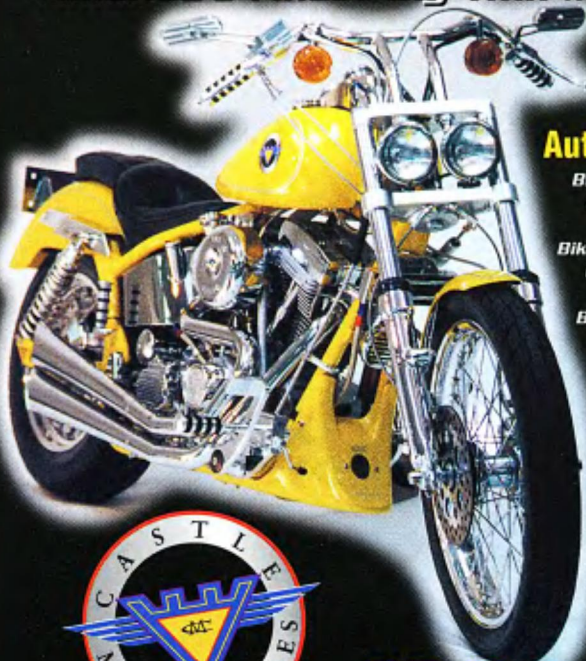
Black Hawk motorcycle shop folks.



Rodeo winners at the Jackpine Gypsies property.

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Tomahawk throwing J.W.



Chris Jerico and cruiser weight champion Alex Wright.

Hawk bike shop in Black Hawk, S.D. That afternoon found me back at the track for the all-nitro fuel shootout. It was literally a gas, particularly if you were standing anywhere near the rear of one of those pavement pounders when they fired up.

Saturday afternoon I went by and visited with some Sons of Silence friends of mine at their camp, before heading back downtown to catch the WCW Road West Wrestling Show. It was crowded to beat the band. Luckily, my press pass allowed me the privilege of escaping the crowd and getting off some shots on a small platform put up by the management.

All in all I'd have to say this was the best Sturgis I've attended since I started going in 1980, even though it was raining when Sugar and I pulled out of town Sunday morning. Speaking of which, you wouldn't be raining on my parade if ya dropped me a line to tell me what's going on in your neighborhood. A flyer with a short note and possibly a phone number works for me. Until then, see ya.

—Rip

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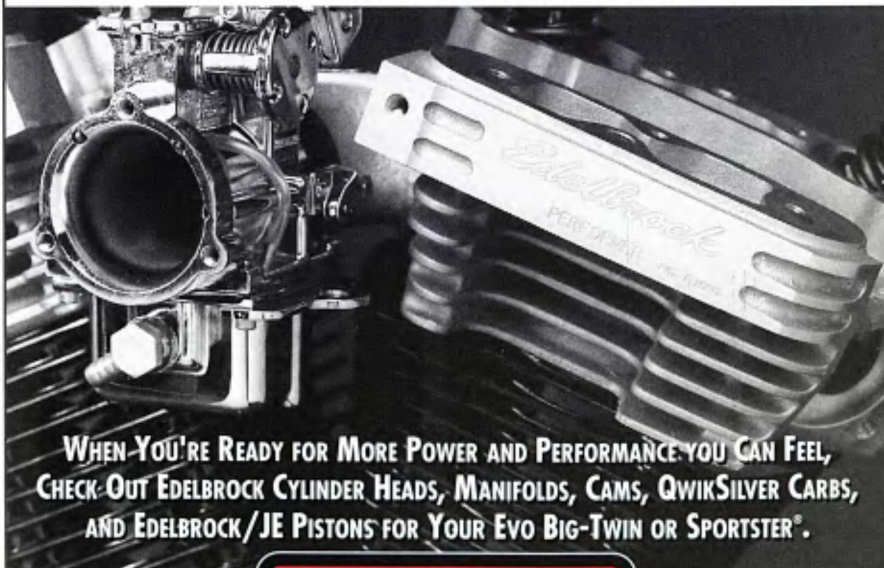
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Life is hard when your name is Snake. I mean, there is a certain lifestyle that must be lived up to. Certainly when Snake is asked what his past night's adventures consisted of, no one wants to hear ... "Oh, I mowed the lawn, did the dishes, dusted." No, we want to live vicariously through him, drinking till the bars close, hanging out with strippers at the Anchor Inn till sunrise, jamming down alleys, and catching a few minutes of shuteye on our scooters in the parking lot at work before the boss arrives and expects us to at least go inside.

And Snake must have been feeling the results of a night with Jack Black, or Wendi Black, sitting there with his head on the conference table at 9 o'clock this morning. Everybody kept asking, "Was he here all night working?"—with huge bouts of laughter following. But it was more than cottonmouth or sticky shorts. Snake couldn't help but to think about what a mess he creates in his life. His apartment is a disaster area—magazines, old pizza boxes, rancid butter atop pancakes, and a Flathead, and that's just the bathroom. He has old posters from his hippie days in Frisco, rare collectible Spam cans, and a crate of unopened Mountain Dew bottles, complete with that hillbilly dude and the outhouse on them. The couch has long been covered with every piece of dirty laundry he has ever owned, and the rest of the furniture acts as parts storage. The cat left after searching for two days for the litter box. Snake knew why his ancestors, Norwegian Vikings, were so proud when they sailed to North America centuries ago. He knew they must have left one helluva mess behind.

But Snake thought how lucky he was that he was able to control his junk collecting when it came to his motorcycle; an engine, a tranny, two wheels, and a prayer, that's all he needs. His thoughts wandered. "I wonder what ever came of my friend Elmer Gantry, who lives back east in Zenith City."

Elmer actually lived on the outskirts of Zenith City, in an Airstream behind a farmer's barn. Elmer lived the simple life: the shiny trailer, three sets of jeans, three shirts, a pair of boots, five pair of socks, and a jacket. He ate beans and rice and drank water ... sometimes. No dogs, no alarm clock, no room. But it's Elmer's ride that Snake kept relapsing back to: a brown '49 Panhead, all original, never restored. Sure it leaked a little ... a lot of oil, but it always started ... if you were lucky. Sometime along the way the bike took on a life of its own.

It started with an arrowhead tied on a bootlace, that a dancer hung around the handlebars in '69. The arrowhead wore the paint off the tank when it blew in the wind, so he stuck an "I climbed Pike's

Peak" sticker on the bare spot, figuring someday he'd paint the tanks. Well some hapless hippie thought this was a trend, so he added a "Save The Baby Whales" sticker above it. (Elmer added a swastika sticker on top of the whale sticker so no one would confuse him for a member of Greenpeace.) In those days, Elmer was quite the drinker. He tended to forget to put his feet down at stoplights, and the ol' Pan started looking rough because of it. A blue tank on the left side replaced the one that leaked after he dropped it against the fire hydrant, causing a flood in Falmouth. He still can't remember how the bullet holes got in the front fender. Of course, he doesn't remember half of the '70s. A piece of bent rod and a glass doorknob replaced the original bent tank shift. The shift gate hung by one stripped screw. The foot clutch springs were worn, and

HE STILL CAN'T REMEMBER HOW THE BULLET HOLES GOT IN THE FRONT FENDER

the clutch and brakes were worse, making it damn near impossible for anyone but Elmer to ride. This worked great as a theft deterrent, since the key had broken off in the dash years ago. But, being that this was Elmer's only form of transportation, he couldn't exactly tear it apart to fix it. And for what? Cosmetics? The bootlace and arrowhead turned into tie-downs for the distributor, to replace the spring which he gave to Ron Finch in Chillicothe.

Well not long after that, Elmer became the club pack mule. Canteens were strapped to the saddlebag rails and forgotten about after the party was over. Stuffed animals and poker run wristbands hung on the luggage rack for Ma Nature to christen. And an Alaskan folk singer's bra hung from the headlight. He pined after her for years, even going as far as buying the Airstream and planning on moving north. Her letters stopped one day, just like Elmer's heart, so he parked the trailer behind a friendly farmer's barn. A cloth awning is all that covers the Pan. No one had the nerve to tell Elmer that real folk singers don't wear bras.

He hadn't realized it had gotten so bad until he was at a bike show in Milwaukee for the 90th Anniversary and saw some guy writing his name on the tank with a magic marker. He thought, "That's

enough! Doesn't anyone have any respect for a bro's motorcycle anymore?" He dropped his bratwurst on the ground and ran after him, but the tagger had long blended into the crowd. Elmer ran into a wall of guys with camcorders filming two girls kissing on a park bench. He walked back to the Panhead and read the signature. It said, "Great rat bike, Willie G."

Snake recalled once asking Elmer why he left the Pan in such an odd condition. I mean, did he actually enjoy riding a bike that looked like a trash heap? Elmer coiled back in offense. "You're a pessimist, Snake. You see half an empty glass of water sitting under the awning. Me, I see a never-ending work of art—a rolling tribute to my life. My archives. Riding my motorcycle is the most important thing in my life, nothing else matters. I have very few material things in life that I value, and no family I claim. Everything that I cherish is always with me." Snake just sat there, ashamed that he had been so shallow, and was about to offer up an apology, when Elmer realized he had bitten the head off his only friend. "Er ... I'm sorry ol' buddy. I know, many people misconstrue my bike as a junk heap, but there is something that you can do to contribute to the rat bike ... uh, how do I say this? When you die, do you think that you could leave it in your will to have your head boiled, and your skull given to me? It'd make a great fender ornament." Snake remembered just standing there stunned.

Bam went a stack of files just inches from Snake's face. He woke up, sat upright, and tipped over backward in his chair, tumbling onto the floor. Everyone bit their lips and held their breath as he straightened up and sat back down in his chair. "As I was saying," Bandit bellowed as he looked down through his glasses at Snake, "we're going to continue the biker types section. Snake, do you think you could find us a rat bike rider and interview him to see what makes 'em tick?"

Snake looked around the room at all the shiny, clean faces, and down at the puddle of saliva on the table in front of him. "Yeah, I can." He took a quick glance at the always sympathetic and helpful Nancy, who was giving him the "Snake this is a big one" nod. Snake stood up with all the pride a Norwegian Viking can muster, the chain on his wallet rattling as he climbed up in his chair, put one foot on the table and said, "Yes I can!" He then put one finger aside his left nostril and blew a snot rocket out onto the carpet, wiped the back of his hand across the bottom of his nose, and started singing, "Row ... Row ... Row ..." as he marched out into the hallway. Bandit just looked bewildered and said, "OK, so now what are we going to do about ..."

—Flynn



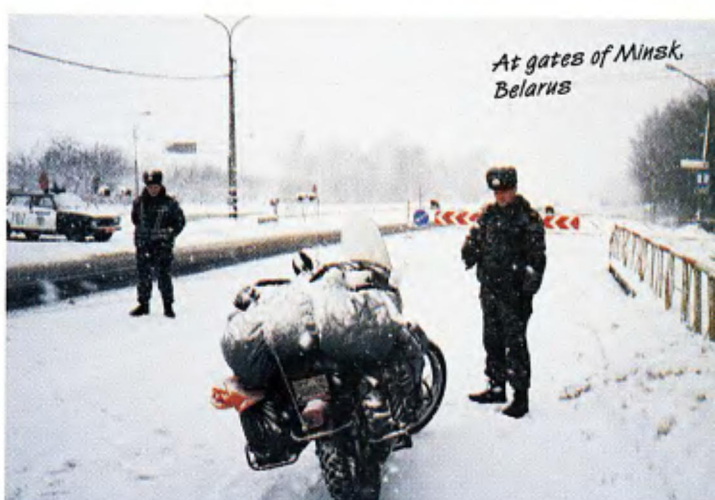
Tiger Mountains, East Siberia



*Gettin' across
broken ice...
Tiger Forest,
East Siberia*



Standing in the Sea of Japan



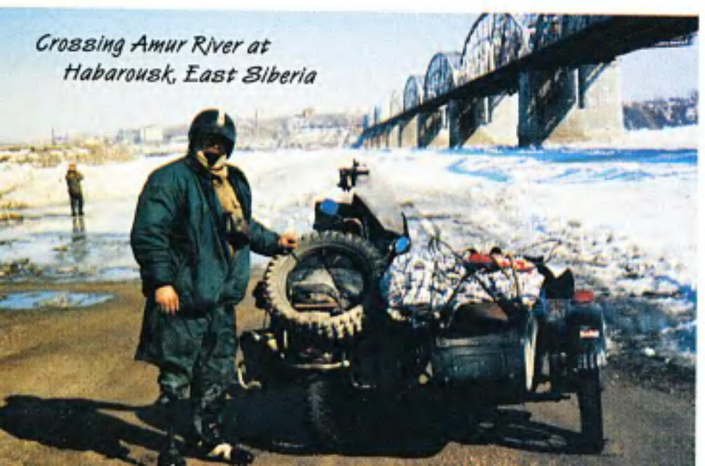
*At gates of Minsk,
Belarus*



Dave and Anitoli getting ready to do a circuit on homemade racing bikes. Anitoli holds Guinness Book record for endurance ride.



Repairing flat tire on the road



*Crossing Amur River at
Habarovsk, East Siberia*



At Russian Army Headquarters

THE ABSOLUTELY UNSTOPPABLE DAVE BARR

OCEAN TO OCEAN, 12-8-96 TO 3-24-97

"There are two kinds of wind that are to be encountered while crossing Russia: the south wind that brings a higher temperature and heavy snow, and the north wind, off the North Pole, that is usually fierce and can blow as hard as 40 to 50 mph. This wind brings the temperature down to as low as minus 40 degrees. But to sit in a tent, waiting for the weather to clear, is out of the question ..."

The only sitting that Dave "No Cell Phone" Barr ever really did was as a kid, parked by his bedroom window, smoking his mom's cigarettes and dreaming of the adventures he'd have when he left home. The difference between Dave Barr and the majority of us is that he goes after his dreams like a pit bull poundin' through a brick wall, hell-bent on findin' that bone of bones.

And having just ridden a '96 883 Sportster from the northwest coast of France, across Russia and Siberia in the dead of winter, to Vladivostok and the Sea of Japan, there ain't a helluva lot to be said for the 9,800-mile wall. And you better believe he's lovin' every bite of that *Guinness World Record* bone.

In the February 1997 issue of *Easyriders* (#284), we profiled Dave as he made final preparations for a journey beyond even his expectations. The idea was inspired by a 1995 conversation Dave had with Brend Tesch, a world historian of motorcycle travel who'd actually been the first man to make Dave's soon-to-be proposed trip by motorcycle in 1989, with one

relatively brief interruption: the 1,500-mile leg of the journey from Chita to Khabarovsk, in eastern Siberia.

This portion of the route had to be accomplished by platform train because 1,000 miles of it is brutally jagged, filled with jutting rock, and the last 500 miles are soggy, uncrossable swampland ... except in winter, when it is completely frozen over, allowing up to 10-ton trucks across its icy bog.

As Tesch sat on the train looking out at different trails, he recalled having heard about the area's winter roads made of sheer ice and packed snow. In his conversation with Dave, Tesch mentioned, "There might be a chance to get across the distance in the winter." With that, Dave's mission seed was planted.

"I had three reasons for wanting to make this journey," Dave said. "The first was my selfish motive to attempt to be the first man in the world to make a crossing from the Atlantic Ocean to the Pacific Ocean in winter on a motorcycle. My second reason was to inspire people with disabilities, especially in Russia, where their lives are extremely difficult. I hoped they might take an example from me

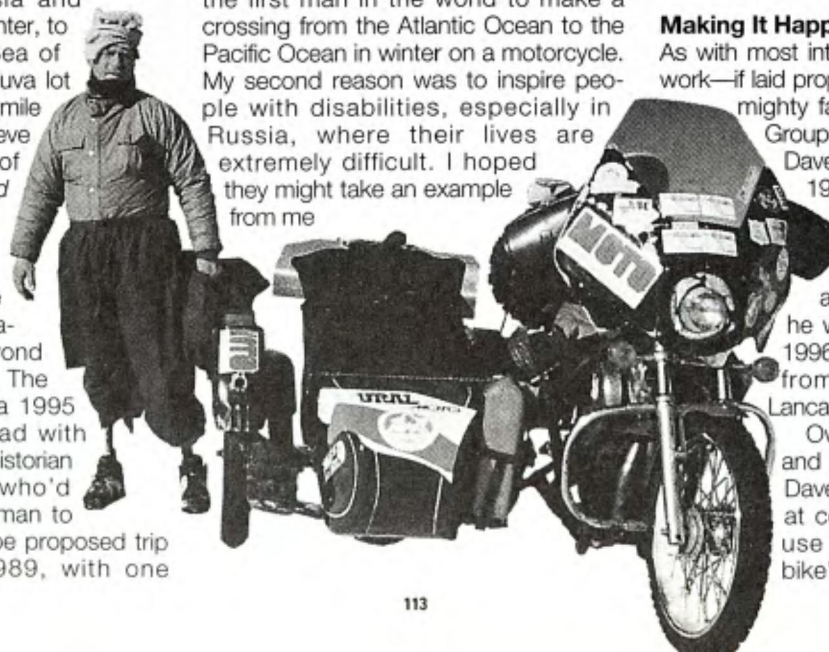
to be more self-reliant, not to rely on the government so much. My third reason was to inspire all Russians in general who have dreams of changing their lives, especially in rough times."

Wanting to inspire is a driving force in Dave's life wherever he rides, and his previous 83,000-mile romp around the world served to fuel the fires of motivation in every continent. With the untraveled section of Siberia being one of the few serious challenges left, Dave's desire to show people in this frozen corner of the world how to persevere seemed reason enough for sponsor Reinhard Wirtgen to give him the financial green light, even though Wirtgen and quite a few others were reasonably certain that Dave was taking on the near impossible. Then again, this is a guy who's motto is, "I'll do anything to keep from working a steady job ..."

Making It Happen

As with most intense plans, the groundwork—if laid properly—gets the ball rollin' mighty fast. The Harley Owners Group (H.O.G.) arranged to let Dave speak at rallies through 1996, and with sales of his book, *Riding The Edge* (see order info at the end of this article), and additional video materials, he was able to purchase a 1996 883 Sportster (at cost) from Lancaster H-D in Lancaster, California.

Owners Scotty Kellerman and Bill Buchanan also sold Dave parts and accessories at cost, plus allowed Dave use of a workbay for the bike's preparation. They →



were in his corner for his around-the-world trip as well. "To say they treated me wonderfully would be an understatement," Dave added.

The hardest pre-trip aspect for Dave was the securing of travel permits for crossing Russia. *Moto* magazine Assistant Editor Ivan Ksenofontov was instrumental in helping Dave obtain his Russian travel permission. Part of Dave's travel plans also involved eventually connecting with Ksenofontov and a powerhouse mechanic named Dima Baldine for the 1,500-mile trek across the worst of Siberia. Dave had gone on a previous winter ride with these hardcore two-wheelers in February 1996, and he'd spent the night in the forests enduring 0 to -10-degree temps to get a feel for the survival preparations involved. Now they would be joining Dave on one brutal leg of his historic journey.

He's Outta Here

With permits, a specially fitted crash bar and modified rear brake setup, Dave and his rightly named "Icebreaker" flew to Frankfurt, Germany, on December 1, 1996, to begin the road trip of a lifetime. Once in Germany, Dave fired up and headed for the Wirtgen factory, where he added a handmade tubular steel carrying rack to his '96 883. On December 5, Dave said a prayer (he's a devout



Left to right: Dima Baldine, Dave Barr, Ivan Ksenofontov.

Christian) and quietly rode out of Reinhard Wirtgen's rain-covered driveway. His first destination: Le Conquet, France, on the northwest coast of the Atlantic Ocean.

That 800-mile ride was a shakedown cruise of sorts, in addition to being a requirement. For Dave to qualify for the *Guinness Book of Records*, he had to begin his trip literally with one tire and both feet in the Atlantic. There, Dave met Tigger (of Action Cycles, London), who served as witness and snapped a photo, as Dave looked east toward his target of Vladivostok, some 9,800 miles and a long shot away.

"I thought to myself," Dave recalled, "I'm about to live a dream of doing something that has never been done." Many predicted that I would die before I got to Siberia, but I just said, 'Let me worry about that.'"

On December 8, 1996, Dave eased out the warmed-up clutch, rolled on some throttle, and began his rain-filled yet uneventful ride east across France and Germany. Throughout the early miles and on, Dave's reality check would be, "Is the motorcycle running OK? Fine, then things could always be worse." Toward the end, those words would take on a mighty ironic meaning.

The first of many snow-filled days and nights greeted Dave at the Polish

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border, marking the last he would see of rain that winter. With 8 inches of white stuff (to begin with) serving as his travel and bedroom carpet (Dave slept outside 90 percent of the trip), Dave soon fitted his leak-free compound-filled Sahara Metzlers with 100 (50 in front, 50 in rear) 1/3-inch metal screws, which served as studs, in preparation for temperatures that eventually dropped to 0 degrees by December 13.

Traction from the makeshift studs would prove difficult through the rutted patches of ice, and on asphalt without ice; stopping became a problem as well. They also gave him flats within two miles of their installation, requiring Dave to cut the studs in half with an angle guider and a pair of pliers, plus add a 15-inch (and less easy to penetrate) tire tube on the rear ... but not before waiting four hours in a snowstorm for a Good Samaritan to pull up and trailer Dave's bike to his garage where the work could be performed.

After a two-day, 530-mile ride through ice and a wind-driven, knee-deep snowstorm, Dave pulled into the Warsaw, Poland, Harley-Davidson dealership. Owner Piotr Echilczuk put Dave up in his apartment for the five-day stay, where he caught his second wind, made media appearances (gratefully arranged by Echilczuk) and installed more metal



Dave with Slava, who lost both legs from a land mine in Afghanistan

screw studs in his tires. He'd need them, as his ride to Belarus brought high winds and far more ice.

Moto's Ivan Ksenofontov met Dave in Minsk (the capital of Belarus) and provided him with a Ural sidecar. In addition to road stability through worsening ice and snow, the sidecar provided Dave with a place to cook meals. Over the next few days, Dave's Icebreaker underwent homemade welding modifications (including, thanks to Sasha and Victor, a shield for the front cylinder to keep it running hot enough to burn the low-octane Russian gas), and on Christmas Day, Dave headed out in -12-degree temps, crossing over the Russian border toward Moscow, 430 miles away.

He rolled into the heart of Mother Russia greeted by -25-degree temps, and stayed at the Cheshire Home For Disabled Army War Veterans (run by Major General Yuri Nauman). Ksenofontov helped organize various repairs at different garages, including the mounting of a Russian fairing and swapping the Metzlers for a set of Russian snow tires. Dave Barr isn't one to complain about much of anything, but even he'd had enough near nose-lost-by-frostbite wind encounters. "I was cold, buddy," are not words spoken often by a guy who literally (by his own account) doesn't get cold feet. →

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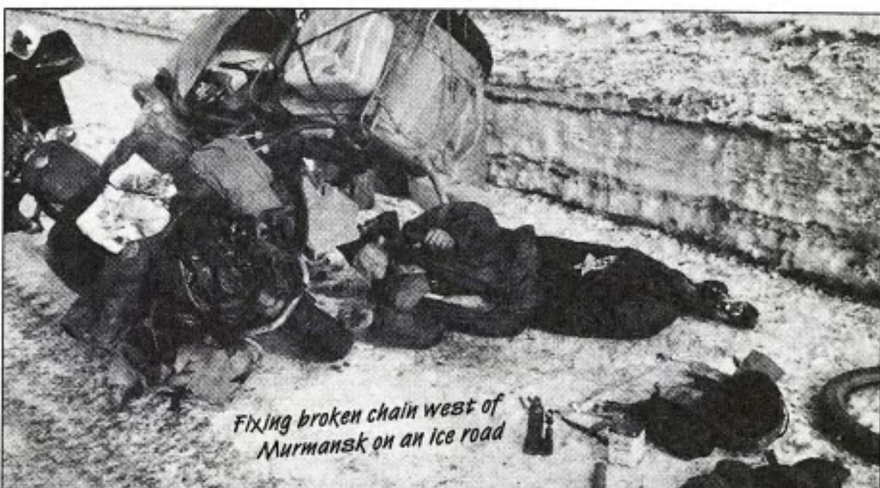
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Typical cafe in Russia



*Fixing broken chain west of
Murmansk on an ice road*

On January 14, Dave rolled out of Moscow in 0 to 5-degree weather, headed toward the Ural Mountains. It would take four days to cross them. It was in the Urals that Dave had an encounter with something worse than the ever-present cold. While trying to pass a truck, Dave did a split-second dance with an oncoming car and decided he'd best bury his ass in the snow-packed left shoulder. However, sidecar rigs and icy roads don't always agree, and the out-of-control impact launched Dave over a ledge and down a 20-foot drop.

After crawling back up to the road, Dave was surprised to find his bike and sidecar rig already sitting upright, thanks to the consistently helpful Russians. The die-hard 883 was running again in five minutes, and Dave was back at it on the way to Chelybinsk and Yekaterinburg. Here, Dave added a front shield to his engine to reduce the cooling; this problem, coupled with bad gas, had been causing problems with the stock engine.

It would become especially difficult to get gas across the 550 miles of swamp-land to be crossed in Siberia. That was on top of ever-present condensation problems in the gas, which generally ran



*Beautiful
interpreters!*

about 10 octane points lower than claimed. Dave carried spare fuel in a tank in his sidecar, and he used an octane additive called Spirit to handle the watered-down fuel. He was also told that Spirit could be consumed if he got too cold out on the road. It was probably vodka based ...

Continuing to Irbit, Dave visited the Ural Motorcycle Company and joined some hardcore riding Russians on their race circuit in -5-degree temps. His sidecar partner for the run was a 17,000-mile nonstop Guinness Book record-holder for Russia named Anitoli. Now who'da thought ...

Rolling into Siberia (yeah, like anyone just rolls into this godforsaken part of the world), -10-degree temperatures smacked Dave with winds that would

freeze a sane man where he stands. But as Dave mentioned earlier, "... to sit in a tent waiting for weather to clear is out of the question ..." But he might have preferred that option to the six times his gas stove blew up.

"One of the best investments I made for this trip was a fire extinguisher," Dave recalled, "especially on the return leg through Finland. I was throwing a lot of fat on the fire of my gas stove, in general, and April 13, during a raging snowstorm, I used too much and the stove exploded, blowing gas everywhere. I used my fire extinguisher to put it out and had frozen salami that day."

In the city of Omsk (capital of Omsk Oblast—yeah, there will be a test later), Dave took a well-deserved seven-day travel break, speaking with media, students, and area officials about his world travels. He received a rarely offered tour and opportunity to shoot weapons at an Airborne Division Training Base for the Russian Army. Now, folks, they barely let people into Russia, period, much less let outsiders into places like this. But Dave's relaxation would be short lived, as he broke a shock absorber outside of Tyshet. The sidecar wheel seized up and pitched man and machine into a snow bank. A 4x4 soon extracted Dave and Icebreaker, and permanent repairs were made in town, at no charge, as usual.

The route to Lake Baykal presented 30-degree weather as Dave headed for Ulan-Ude, Siberia. His second truly close call occurred outside of this city, when he took a turn just a tiny Russian cat hair too fast and ricocheted off the oncoming lane's traffic barrier. It only bent the crash bar, but in Dave's no-words-wasted summary, "It scared the hell out of me."

The next leg of the trip offered winds from the north that brought -40-degree temps, but even in that frigid lunacy, Dave met guys like Abdul who let him crash in his unfinished garage on the way. And as he rounded Lake Baykal, Dave had completed the major portion of the ride through three severe winter months. He'd been unaffected by altitude changes (up to 6,000 feet), thanks to his daily exercise routine and, ironically, the loss of his legs years ago. His heart didn't have to work as hard pumping blood to the missing lower limbs, giving Dave increased endurance. For the next chapter of his trip, he'd need all the endurance he could find.

The Frozen Road Ahead

Five hundred miles later, Dave arrived early in Chita, Chita Oblast, where he rendezvoused with Ivan and Dima. They'd traveled by train and would be riding a late-model, donated Ural to accompany Dave across the frozen →



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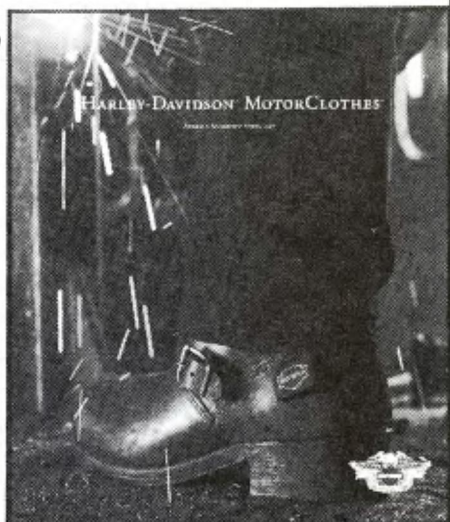
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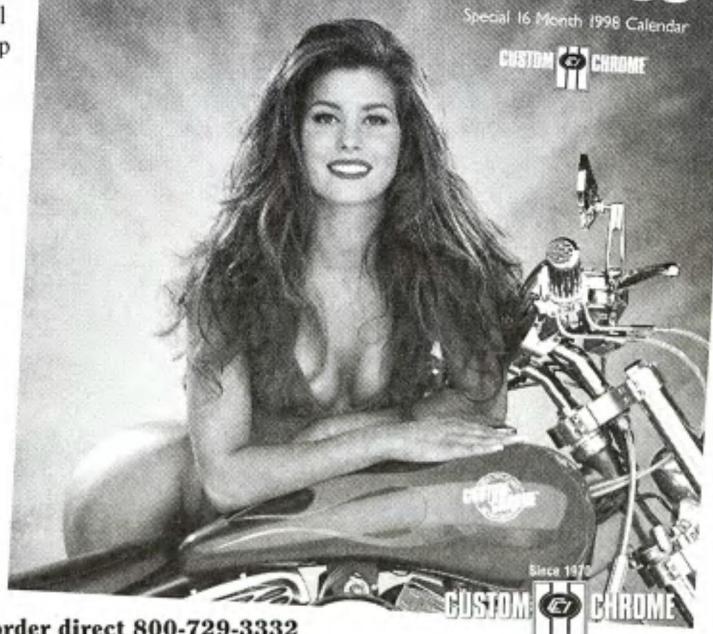
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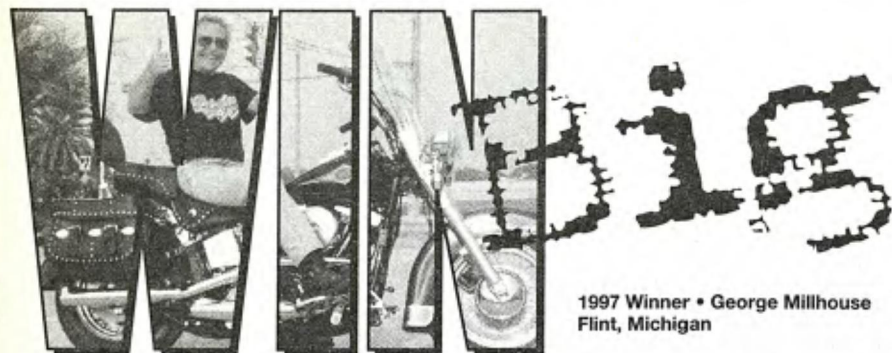


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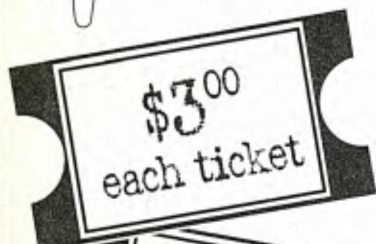
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swampland. From a tundra-buried dirt road leading out of Sretensk, they made about as good time as you would expect under sub-zero conditions, heading the next 200 miles down the ice-packed Shilka River.

Ski suits and rags stuffed down your pants is about the only way you're gonna keep from freezing the best parts of yourself, and by now, you gotta figure that Dave had just about enough of the chilly willy blues. But, hey, a six-day romp over 500 miles of frozen swampland filled with ice ruts and ice stumps, now that's something no one could pass up, right? And if the bottle of vodka that you traditionally pass in friendship is frozen one morning (alcohol is not supposed to freeze above -40 degrees), and if your 5w40 oil stops cold (literally) and you have to use a gasoline blow torch to get it going, well, maybe the temperate clues aren't coming strong enough!

But with a new set of Ural shocks, a change of plugs, an O-ring chain and a determination to inspire even the → hardiest of souls to press on no matter what, Dave pushed on as well. Through the Tiger forest (filled with extremely aggressive and hungry white Russian snow tigers, which Ivan and Dima didn't tell Dave about until after he'd spent six nights camping out), 50 miles down the frozen Amazar River, through continual snowstorms, then along a badly paved road leading to the gates of Vladivostok, Dave and his cryogenically tempered traveling companions made it to the Sea of Japan on March 24, 1997.

There, Dave stood with one wheel of his die-hard 883 Sporty and his two artificial legs in the Pacific Ocean; it would be some time before the Guinness Book Of World Records confirmed it, but Dave knew that he'd, "accomplished my goal to be the first man in the world to make a crossing from the Atlantic Ocean to the Pacific Ocean by motorcycle in winter. By God's grace"

Homeward Bound

Ivan and Dima returned to Moscow by train, and the Russian Army flew Dave back at the request of Afghan War vets. On April 8, after a rest that included some skydiving, Dave left Moscow and the Cheshire House, heading north to Murmansk (the largest city in the world north of the Arctic Circle). But from here to the end, the last stages of Dave's journey weren't gonna be a walk in the winter park.

In Eastern Siberia, his gasoline blow torch (used to pre-heat the cylinders) cooked the clutch cable

instead (Dave's spare was his next best investment). Then 100 miles west of Murmansk, Dave's Romanian-made chain took a dump, and, in timely fashion, a Russian Army colonel and physician named Slava pulled up and helped Dave fix it. But there were some exceptional rewards as well, like the four-night, five-day snowstorm ride over ice-covered roads that led Dave to Olan Segorsk, where the next day he stood in waist-deep snow, soaking up an Arctic sunrise at 4 a.m. on his 45th birthday.

Despite failing chains and a flat tire (saved by a trusty Russian manual tire pump), Dave continued on, traveling

the Guinness guys to check him out), and time was really ticking. A police car stopped, a tow truck was called, and Dave and Icebreaker made it to their ship on time ... barely. "So much for the easiest ride of the journey," Dave added.

Tigger picked Dave up in London, where he met with the Guinness Book record officials, and where Icebreaker received a new rear tire and new wheel bearings. The unstoppable man and machine then boarded a boat back to Germany, greeted by 400 miles of rainstorm, and on April 28, 1997, Dave and Icebreaker rolled into trip sponsor Rhinehard Wirtgen's driveway.

Northwest France...
photo for Guinness Book!



through Nickel, Russia, the world's most polluted city, then on to Norway with a 450-mile day that took 17 hours in snow and headwinds. "It was shit weather and a prick of a ride," Dave added, again mincing no words.

Arriving in Lulea, Sweden, Dave was greeted by the Aurora Choppers MC and Kanta, their president. After a few days' rest, Dave gave the sidecar to Kanta and continued his journey back to his starting point in Germany. But what was supposed to be the ride of rides home was instead filled with blinding snow, a nasty-ass flu, and a fucking urinary infection! Then 100 miles outside of Gottenburg, the rear tire began to take a dump! In his delirium from the flu, he'd accidentally pinched the spare tube, so every 10 miles, then every 8 or so miles, Dave had to stop and pump up the bastard.

Finally, it got so bad that the tire just came off the rim. Dave had a boat to catch to ship him back to England (for

Thirteen thousand miles. The worst weather in the world. A team effort. Still alive. Those thoughts accompanied Dave on his flight back to California, as he reflected on a trip that ran with a nose of its own. But to really know the man, who as a kid used to hike miles alone in the desert, proudly carrying caught rattlesnakes home, to know the disabled former professional soldier who accomplishes the impossible, remember this: Dave Barr is a guy who prefers being out in the cold (literally and otherwise), and who truly will do anything to keep from working a steady job!

—Captain Trash

Riding The Edge, Dave's personally signed, 550-page, soft-bound account of his world travels may be obtained for \$23 in the U.S. and \$30 shipped to Europe through Dave Barr, P.O. Box 8633, Bodfish, CA 93205. ☉

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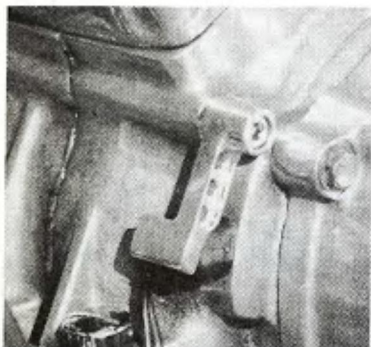
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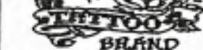
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MMI SCHOLARSHIP WINNER

1998 MMI Contest Winner Heart, Soul And New Careers

This job is special. I constantly deal with terrific people in a very upbeat, no shit, blast of an industry. But this project shows me something even deeper about our lifestyle. Every day that I stumble into the garage and pull my ass up behind my Panhead desk, I'm impressed with the constant creative nature of the business, the mechanical challenges solved, the plethora of events popping up around the country, indicating to me that more people are into riding, and I'm motivated by you guys to write more about the lifestyle. But today was unique.

Sandra, one of my long-term, voluptuous assistants, came into my office with a brimming box of MMI Career Contest entrants and poured them onto my glass countertop. "Deadline's up. Pick one," she said, her blue eyes sparkling above her low-cut top. "You've got fifteen minutes." She turned and swayed out of my den of bike parts. She had carefully scoured through each and every one of the entrants to pick the ones that got all the initial questions correct. It was my job to look through the finalists for the one with the most heart who would receive the scholarship and a change of life. Only three contestants got all three answers correct and only five had reached two of the possible answers. Out of fairness to all of them, I reviewed all eight letters carefully.

Back in the July '97 issue we initiated the contest in Mark Lonsdale's bike feature. We hauled his freshly finished Pro Street to the studio for the shoot before the bike was finished. Is any custom ever completed? They're all works in progress. Later that month, Mark replaced his seat with a properly fitted Bob Le Pera custom. The billet sidemount license plate bracket didn't match the angle of the shock so Mark modified the bracket and forced it back toward the Works Performance shock. And finally, a safety conscientious rider, he added another mirror. Simple, yet the runners-up amounted to three men who got all the answers correct. But that was only the beginning. The hard part was determining who actually had the heart and desire to change his life. Who would stop his career midstream to fulfill a new dream? Who had the aptitude to handle this extensive schooling and pass with flying colors? That was my decision, and it's



John and Debra Blegen on their '58 Pan.

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always a tough one. But we've been supporting this contest for six years, and each winner has completed the curriculum successfully and found his new career more than rewarding.

Riders around the country think I have a great job—me and Willie G. at the factory. But hang around an upbeat, jammin' shop one day, and you'll know a chunk of Harley heaven. I did it recently at West Coast Choppers in Paramount, California, and was reminded of the wild times I spent working in a shop before coming here. The camaraderie, kickin' ass and buildin' customs, and the nonstop creativity are unbelievable. So I know what

any winner of this contest has coming once he graduates and enters the world of the custom bike shop—not to mention the parties after work. Look out.

That's what coursed through my deflated brain cells as I read the letters from the runners-up, including: Jon Blegen of Schofield, Wisconsin, who has run a shop and worked as a carpenter for years. He got all three answers on the mark; William Lewis from Eureka, California, with two correct answers, who dreamed of working on Harleys after he graduated from college, served in Vietnam, and worked a dull job at a computer company; and Peter Oldenburg from New Richmond, Wisconsin, who listed all the changes to Mark's bike with ease. He's worked for the Postal Service for 12 years and has a wonderful wife and kids, but is waiting on a new challenge with bikes at the center. And the list went on with Mike Lanze, D.R. DeFay, Jeff Alder, and Brian Bell, all members of the final draft. Each had a story that I wanted to complete with a 33-week, \$7,150 scholarship to one of the finest Harley-Davidson schools in the world. I wanted to make every Harley family's dream come true; in fact, if I had a dozen scholarships, each one would be packing a lunch for school.

In the final analysis, the winner was Jon Blegen from Schofield, Wisconsin, whose wife, Debra, answered the phone at the shop while Jon was out pounding nails. Jon's 42 and has been into Harleys since his uncle gave him a ride on a '58 Pan when he was just 5 years old. Debra runs the shop during the day and stays until Jon leaves at night, which is usually after 10 p.m. "It's hard to concentrate through the day cuz my thoughts are always on the shop," Jon said in his letter. The scholarship would change Jon's life and allow him to build his business full time. The training includes the 33-week Harley-Davidson Technician program plus the Early Model program, worth \$1,050 (six weeks, 150 hours of training) or the Late Model program worth \$2,475 (12 weeks, 300 hours of training), or the Engine Rebuilding and Performance Program worth \$1,195 (six weeks, 150 hours of hands-on instruction). And the winner can choose to attend either the Phoenix, Ariz., or Orlando, Fla., campus.

Congratulations Jon, you've scored a true chance of a lifetime. Only one drawback—he has to report directly to me every night after class. —Bandit

TECH TIPS

FISHER/TERRY Putting An End To Hard Starts

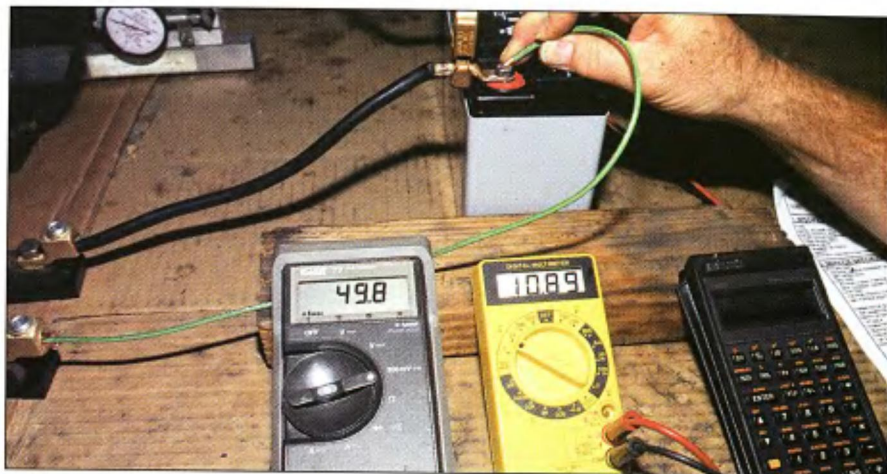
As custom bike builders continue to produce wilder and wilder machines, the need for more sophisticated and efficient operating, particularly starting systems, becomes more prevalent. Motors that once boasted a modest 74 to 80 cubic inches, using mild to moderate camshaft grinds, have suddenly transformed into 88- to 140-cubic-inch, high-compression, monster power plants with radical cam profiles.

It's often said, "There's no substitute for cubic inches," and with good reason. However, once we transplant these behemoths into our scoots, we are then faced with another problem—the bike is hard to start! The stock starter we were once content with fails repeatedly to the torque requirements demanded to crank over big-inch, high-compression motors. Our once freewheeling motors now seem to struggle just to spin a few revolutions.

Many builders immediately start shot-gunning the system and begin replacing the parts, one at a time. Usually the first to go is the battery, because it's the cheapest and easiest component to remove. When that doesn't work, the starter comes out. Often these components are swapped the first time with stock replacement parts because the owner thought they were defective, when in fact, they were just inadequate. Next, the battery cables and wires are checked or replaced. The scenario continues, over and over, swapping part after part, often without proper resolution.

We asked Doug Fisher and Keith Terry of Fisher/Terry Components Inc., to give us the nitty-gritty on starting systems. They have been around the high-performance motorcycle and automotive industry for well over 30 years. Keith, an avid rider and custom bike builder has been building starters and alternators since 1967.

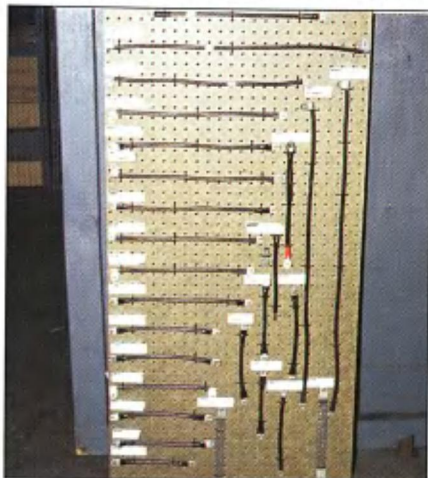
Since his racing days in the '50s, Doug has been constantly striving to improve every aspect of an engine's performance. About seven years ago, he began with solving harmonic vibration



Fisher/Terry Components fabricated a test fixture where precise measurements of torque, amperage and voltage readings help develop its starter systems.



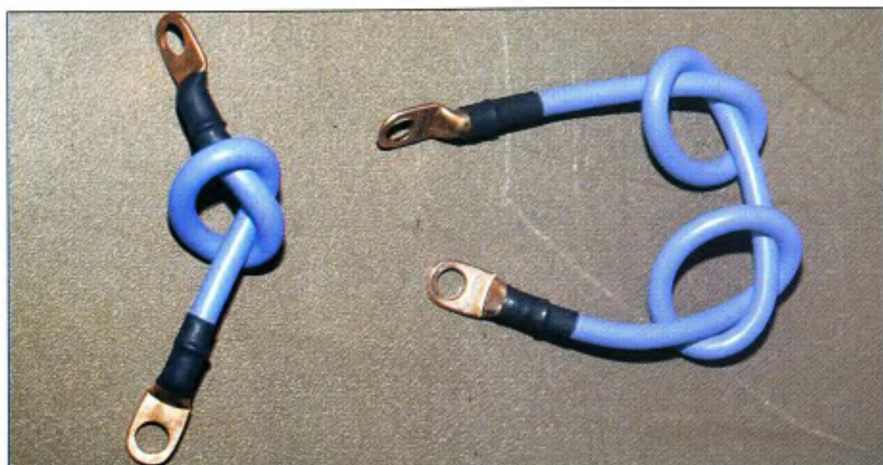
Fisher/Terry Components have starters that will fit any application.



Fisher/Terry offers battery cables for all Harley-Davidson models. This board has the stock cables to be used as reference for making the company's own high-quality cables.

problems in motorcycles, then went on to starter problems. Is it any wonder why these two guys got together? They have combined their efforts and developed the ultimate starting system. That's right, systems! Once and for all we can forget about the problems associated with starters and get a complete package guaranteed to work.

Starting problems are not isolated to race or big-inch motors. Hard starting can occur even with a stock bike that has very little modifications. When starting the bike becomes difficult, the obvious thing would be to change the battery for one with more amps. But because changing the physical size of the battery is almost impossible, people look to other components to beef up the system. The battery cable is often



How's this for flexible? Try doing that with a standard battery cable. Fisher/Terry uses high-quality, computer grade cables with 1,100 strands of wire for maximum current flow while retaining flexibility.

overlooked. As an analogy, consider the battery cables to be a garden hose and the amps to be the water. If the physical size of a hose will deliver 100 gallons of water an hour, what happens if our demand increases to 150 gallons of water an hour? Nothing! It can still only pass 100 gallons of water per hour through the hose. The physical diameter of the hose is restricting us from delivering any more water. If we increase the diameter of the hose to twice the size, we can get twice as much water through it in the same amount of time.

Now, back to our battery cables. Where they were adequate to deliver the amperage required by a stock starter system, their capability of carrying sufficient amperage for high-torque systems falls severely short. They just can't do the job. Of course, the absolute best conducting battery cable would be made out of one solid piece of wire. This, however, would be extremely impractical. It would be very heavy and nearly impossible to bend. If you were to cut a standard four-gauge battery cable in half and look at the cross section, you would see the strands of wire inside. You also would see a lot of air space between the wires where they are touching each other (see figure 1). The air space is an unusable area of cable. The fewer the strands of wire in a cable, the larger the air space. A lot of air space indicates that there is not enough surface area contact on the wires to fill up as much space as possible. The battery cables offered by



With the armatures side by side, you can see the difference in length between the stock 1.2 horsepower unit on the left compared to the 1.4 horsepower unit on the right.

Fisher/Terry Components, Inc., are high-quality computer grade cables that have a whopping 1,100 strands of wire within the same diameter as the stock cable. The larger amount of strands in the cable makes it much more flexible than the stock cable and capable of delivering more current. If you were to look inside one of Fisher/Terry's cables, you would see many, many strands of wire making contact and the air space is reduced to practically nonexistent. Using a cable with this many strands of wire is nearly approaching the conductivity of a solid wire. Now when you hit the start switch, the cable can deliver all the power the battery has to offer directly to the starter. →

"YOU'LL BE IN HOG HEAVEN!"

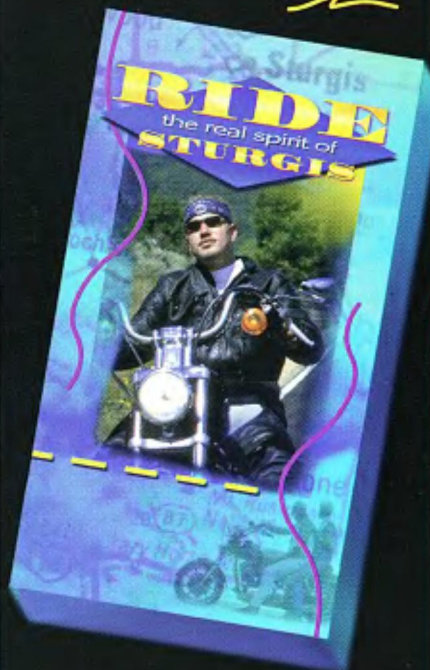
- Steve Oldfield, FOX TV

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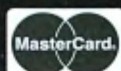
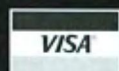
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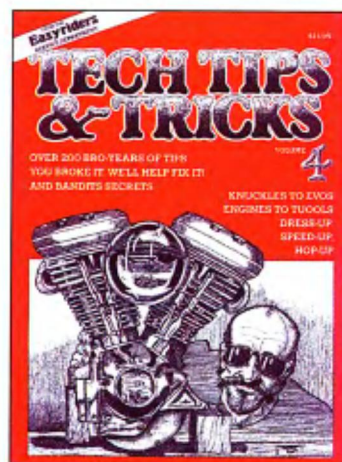
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TECH TIPS

FIGURE 1

Because the wires are round and bunched together with an outer sleeve, air space is present where the wires are not touching. The fewer the strands of wire, the more air space there is in the cable. Air space means there's less surface area of the wires making contact. Stock battery cables have about 180 strands of wire. Fisher/Terry Components produces a battery cable with 1,100 strands. If you were to multiply the contact area by the number of

case when it comes to starters. You want only as much starter as your system requires to turn the motor over properly. Anything else is an unnecessary load. Too much starter for your application can cause other related problems, so do yourself a favor and don't automatically go for the biggest starter available. Choose the right combination for your bike and it will never leave you stranded again! The following table should help you choose the right starter.

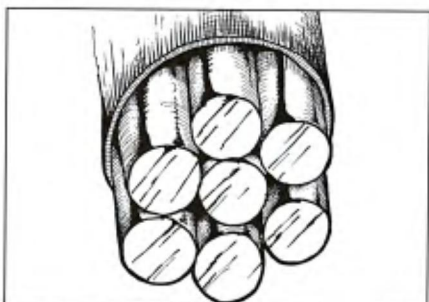
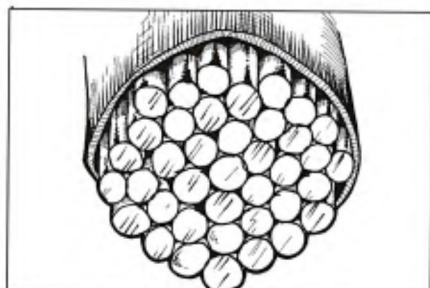
MOTOR SIZE		RECOMMENDED STARTER
74-88	CUBIC INCHES	1.2 HORSEPOWER
89-96	CUBIC INCHES	1.4 HORSEPOWER
97-104	CUBIC INCHES	1.4 HORSEPOWER
105-150	CUBIC INCHES	2.0 - possible larger battery size must be used

wires in the cable (that's how much actual surface area we have in contact) this would clearly demonstrate the importance of using more, smaller gauge wires. The Fisher/Terry cables are well worth the investment, regardless of which starter you use, stock or high performance.

The starters offered by Fisher/Terry Components, Inc., are not just automotive starters that have been adapted to fit Harley-Davidsons. Harleys have a unique requirement of internal spring pressures that must work to operate correctly, along with a different operation clutch drive. The folks at Fisher/Terry have re-engineered several internal features necessary to make the Fisher/Terry starter far superior to even the original units, plus with more power. Other parts of the system will include starter relay ignition kill switch, and accessory shut off switch to direct all power to the starter.

They basically have three different starter configurations that will fit most all applications. They have a 1.2-horsepower starter, a 1.4-horsepower starter and a 2-horsepower starter. The 1.2-horsepower starter is basically a stock replacement with improved internal components. The most popular size is the 1.4-horsepower unit that has improved torque characteristics and will drive almost any configuration of motor and components. The 2-horsepower starter is recommended only for extreme hard-starting conditions.

Keep in mind that if you upgrade to a bigger starter, the load requirements have also increased. This means we will also need to improve the current delivery system, battery, cables, etc. Where bigger is usually better, this is not the



Top: Air space is practically nonexistent in a battery cable with many strands of wire.

Bottom: A cable with only a few strands of wire has a lot of air space.

PREVENTIVE MAINTENANCE

If you want your starter systems to live, certain disciplines and procedures must be followed. For one, always have your bike in neutral while starting the motor. With the bike in gear, there is more of a load and the starter motor starts to drag down. This can be a very early step to killing a once good starter. Another point is never keep the starter button depressed longer than 15 seconds at a time, then let the starter cool down approximately 30 seconds before repeating. Once degradation of a starter begins, it generally continues. Don't continue to hold the starter button and punish the starter.

If you have a hot rod motor with the

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usual big cam, a lot of ignition advance and a big carburetor, you might want to consider using an ignition kill switch. This will allow you to turn the motor over freely without the resistance produced by the motor trying to fire with advanced timing. To do this, simply add a switch in-line with the hot lead on your coil. Flip the switch to the open (kill) position and crank the motor over. Once the motor is turning over freely simply turn the switch back into the run position and the bike should start right up.

If you have a wet-cell battery, check the water level regularly. Make sure the water level is within the range specified on the battery. While you're at it, check the connections on the battery. Connections at the battery are very important and should be clean and tight. If the battery cables are not tight, resistance and capacitance can form at the connection, which could inhibit current flow and prevent the battery from taking a full charge. You also want to make sure the terminals are clean and free from corrosion. You can use a mixture of baking soda and water to clean the corrosion from the terminals. Most automotive parts houses sell an anti-corrosion spray to apply on the clean terminals to prevent further corrosion. On certain models, batteries are not very accessible and often get overlooked. If you live in an area that doesn't allow you to ride your bike regularly (like during snow season), put a trickle charger on your battery periodically to help maintain a full charge. Take the time and check your battery regularly, especially in warm climates—you'll be glad you did.

Everybody knows how much a Harley vibrates and can cause components to loosen up. We basically have to Loctite everything. The same thing can happen to electrical connections. Periodically check the battery cables, starter motor connection, plug-in at the regulator and the connections around your ignition switch. These can also loosen up and we may not notice it until it's too late.

TROUBLESHOOTING TIPS

When you begin any troubleshooting procedure, always start in a place where you have some facts. For example, if the starter clicks but does not turn over, check the voltage level at the battery to verify it has enough terminal voltage to run the starter motor. The following chart should help in pinpointing some potential starting problems.

—J.M. →

TECH TIPS

STARTER TROUBLESHOOTING CHART

SYMPTOM	POSSIBLE CAUSE	SOLUTION
STARTER DOES NOT TURN OVER.....	DEAD BATTERY	CHARGE OR REPLACE BATTERY.
	POOR CONNECTION AT BATTERY	REPAIR OR REPLACE SWITCH.
	DEFECTIVE STARTER SWITCH	CLEAN AND TIGHTEN CONNECTION.
	FAULTY BATTERY CABLE	REPLACE BATTERY CABLE.
	LOOSE CONNECTION AT STARTER MOTOR	TIGHTEN CONNECTION.
STARTER MOTOR TURNS OVER SLOWLY	WIRE BROKEN OR UNPLUGGED AT STARTER SOLENOID	REPAIR OR PLUG BACK IN.
	FAULTY OR UNPLUGGED STARTER RELAY	PLUG IN OR REPLACE RELAY.
	LOW BATTERY VOLTAGE	CHARGE OR REPLACE BATTERY.
	CORRODED BATTERY TERMINAL	CLEAN & TIGHTEN TERMINALS.
	POOR CONNECTION OR CORRODED BATTERY CABLES	CLEAN & TIGHTEN OR REPLACE BATTERY CABLES.
STARTER MOTOR SPINS BUT DOES NOT ENGAGE	STARTER MOTOR BRUSHES WORN	REPLACE BRUSHES.
	POOR CONTACT CONDITION OF BRUSHES	CHECK BRUSH SPRING PRESSURE.
	JACKSHAFT BINDING OR STICKING	CHECK TO SEE IF STARTER MOTOR IS LOOSE OR OUT OF ALIGNMENT.
	FAULTY STARTER SOLENOID	REBUILD OR REPLACE STARTER SOLENOID.
	VOLTAGE DROP DUE TO DISCHARGED BATTERY	CHARGE OR REPLACE BATTERY.
STARTER MOTOR DOES NOT STOP RUNNING.....	VOLTAGE DROP DUE TO FAULTY CONNECTION AT BATTERY CABLES	CLEAN & TIGHTEN BATTERY CABLES.
	FAULTY STARTER (BENDIX DRIVE)	REPLACE BENDIX DRIVE.
	SPLINE TEETH DO NOT SLIDE PROPERLY	CHECK FOR ALIGNMENT OR FOREIGN DEBRIS.
	JACKSHAFT ASSEMBLY, ...	RE-ALIGN AND TIGHTEN, OR
	OR	REPLACE JACKSHIFT ASSEMBLY.
	DEFECTIVE OR LOOSE AND OUT OF ALIGNMENT	REPAIR OR REPLACE STARTER SWITCH.
	DEFECTIVE STARTER SWITCH	REPLACE STARTER RELAY.
	STARTER RELAY NOT RELEASING	REPLACE RING GEAR.
	RING GEAR WORN OUT	REPLACE SPRING.
	SOLENOID RETURN SPRING DEFECTIVE	REPAIR SOLENOID.
	SOLENOID CONTACT PLATE BURNED AND STICKS	REPLACE SOLENOID.
	SOLENOID COIL SHORTED	

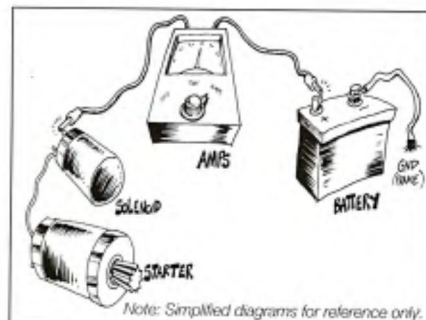


DIAGRAM I: STARTER CURRENT DRAW TEST

To test the current draw of your starter use an induction type ammeter. This is the kind that clamps around the battery cable to measure the current flowing through it.

1. Disconnect the spark plug wires to prevent the motor from trying to start while performing this test. Put the transmission in neutral.
2. Clamp the induction meter around the positive battery cable.
3. Turn on the ignition and turn the motor over with the starter switch. Ignore the initial high current surge, we are interested in the steady current draw.
4. If the starter steady current draw exceeds 150 amps, there is a problem either with the starter motor or the starter drive system. The starter will have to be removed and tested further.

Sources

FISHER/TERRY COMPONENTS
10640 Garfield Ave., South Gate, CA 90280
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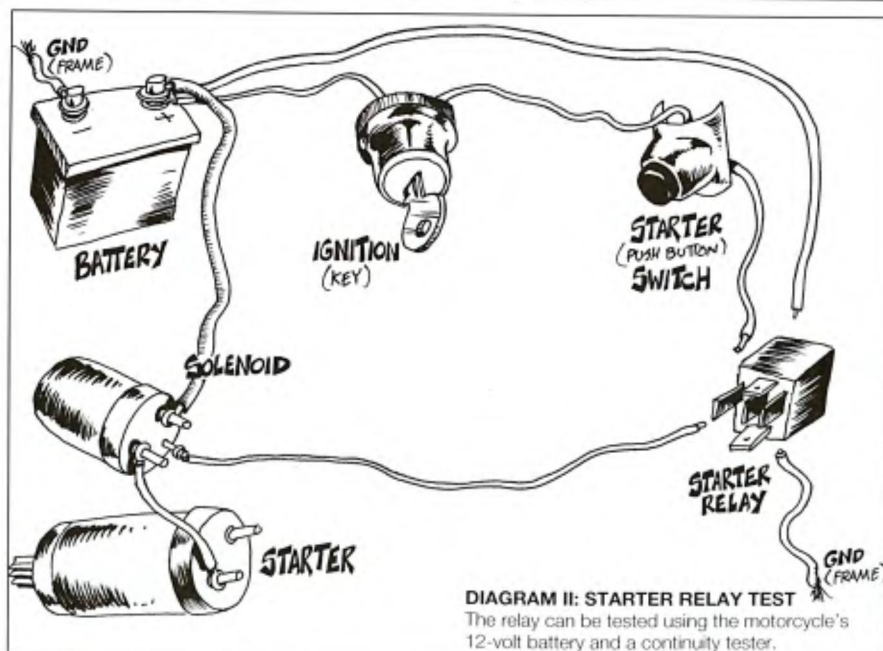


DIAGRAM II: STARTER RELAY TEST

The relay can be tested using the motorcycle's 12-volt battery and a continuity tester.

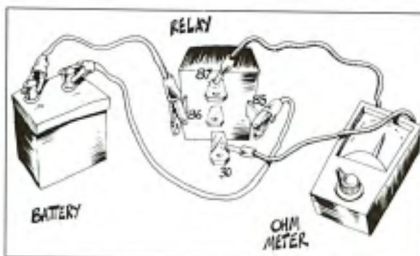


DIAGRAM III (left):

1. Unplug the relay and connect the battery leads to the number 86 and 85 terminals. This will energize the relay.
2. There should be continuity between terminals 30 and 87. If there is not continuity at this time, the relay is defective and must be replaced.
3. Also verify that when the relay is de-energized, the contacts open up and no continuity is present between terminals 30 and 87.



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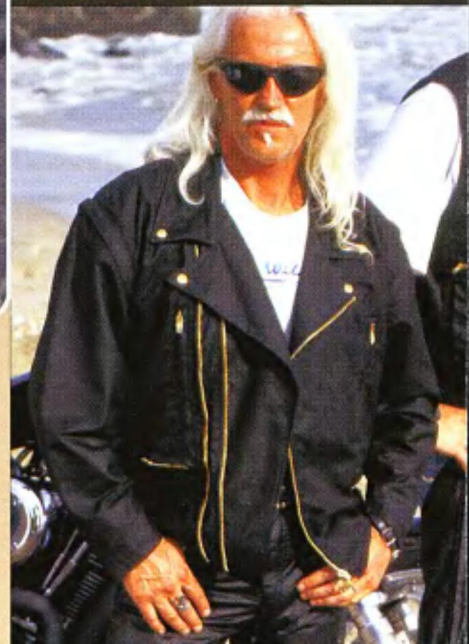
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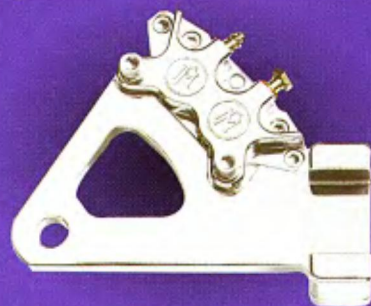
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TECH TIPS

GETTIN' TANKED With Jesse James' Finest

Life is funny, like when a city council decides it cannot let an establishment that does not fear women's nipples exist peacefully in your town. Next thing you know you're packing up your bags and moving to Switzerland County, Indiana.

So I found myself packing up the house. The bikes, parts, and welder were easy. And, hey, the office wasn't that bad, either. But the one thing I'm saving for last is a photocopy of an editorial written by Lou Kimzey for *Easyriders* 10th anniversary, which my friend Grizz from Holland sent me a few years back. The fact that Grizz sent it to me made it all the more valuable, knowing that I was not the only person on earth who cared about the future of custom motorcycles. I have it posted above my weight bench and read it every single day. In my opinion it is the greatest example of righteous indignation ever written ... "the entertainment of the reader was our sole purpose, to sell a lot of mags off the newsstand, to turn out a rag the reader wanted, not one to conform to an advertiser's dictates."

I have taken these words seriously, which is exactly why I was hired here. Besides, I'm cheap. I'd rather hammer an old part to fit than buy something new. I only get exactly what I need and/or want, and only after much research into the subject. When I recommend a part it's because I'm using it on my own bike, which gets ridden like the world ended yesterday.

So you know that when I decided I needed an aluminum gas tank and fender for my current chopper project, I checked out absolutely everybody. I wanted a larger, stretched peanut-style tank. Luckily for me, Jesse James at West Coast Choppers in Paramount, California, had just what I was looking for.

Jesse asked me if I wanted to make my own tabs or have him do it. I told him that since I am putting it on a rigid chopper frame that I would have the tabs installed



Mocking up the tank on the frame.



Making sure trees clear the tank.



Joel's tabs welded securely in place.



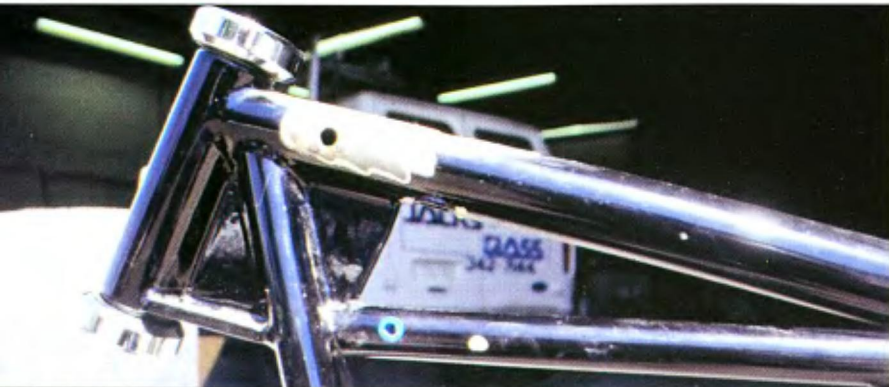
Joel Otto with my tank.



Welding tabs to weld for spring placement.



We bolted the tank to the support rail.



Ready for rivnut placement.

where I needed them. The tank and fender arrived in excellent shape and, except for mounting, they were ready for painting.

Once I decided where I wanted to put the gas tank, I asked my friend Joel Otto at Otto Cycles in Fairfield, Iowa, if he'd be interested in making tabs for me. It takes a bit more engineering to install aluminum parts than it does to install steel ones. Aluminum has a higher fatigue rate, and when fatigued it would eventually break. (For example, drag racers using aluminum rods change the rods often because they break.) Steel will flex and fatigue less.

Joel decided that the tank should rest on rubber sheeting built up to the height the tank needed to sit. He would then add tabs that would hold the tank steady to keep it from rocking back and forth and fatiguing the tabs. Joel added loops in the rear of the tank to attach a spring to hold the rear of the tank against the rubber-coated frame backbone.

I later installed rivnuts in the frame and put rubber grommets in the holes in the tabs. I was careful to use shims between the tank and the frame to prevent the tabs from bending and fatiguing.

It was easy as that. The Jesse James rear fender should be as easy to install, except that my fifth gear is on international back order and I need the engine and tranny in the frame before I can decide where to put the fender. Such is life.

—Flynch

Sources

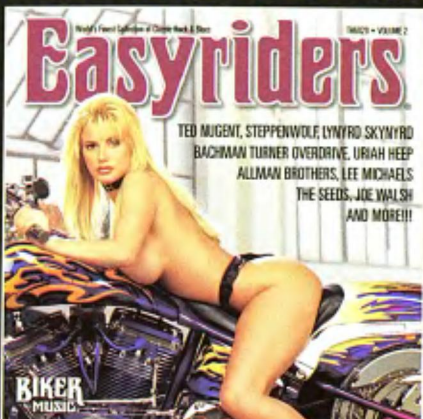
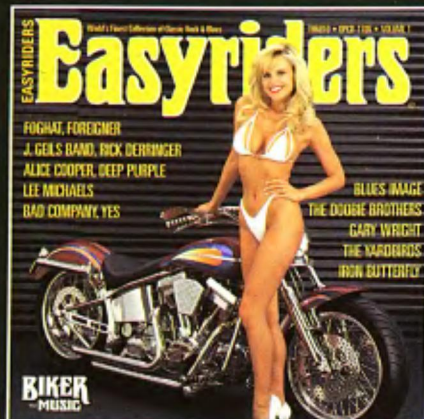
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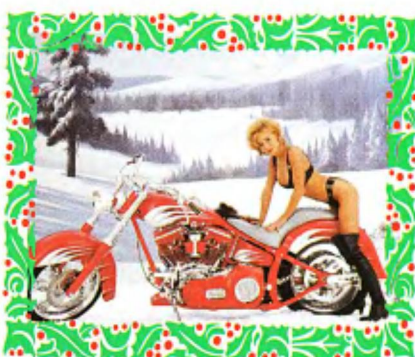
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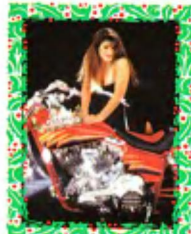
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Part # 110328. Happy Holidays.



Part # 110326. Merry Christmas.



Part # 110329. I'm dreaming of a ride this Christmas.



Part # 110324. Here's hoping you get all the toys you ask for this Christmas.



Part # 110315. Harley with your lights so bright, won't you guide my ride tonight.



Part # 110313. Breakin' thru to a Merry Christmas and a New Year's blast.



Part # 110314. Spreadin' biker goodwill to all.



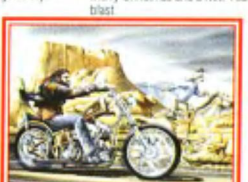
Part # 110327. Season's Greetings.



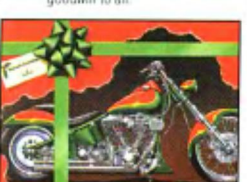
Part # 110319. Spreadin' biker goodwill this holiday season.



Part # 110310. Have the ride of your life this season.



Part # 110301. (A biker Christmas story.)



Part # 110325. Season's Greetings.

READERS' RIDES

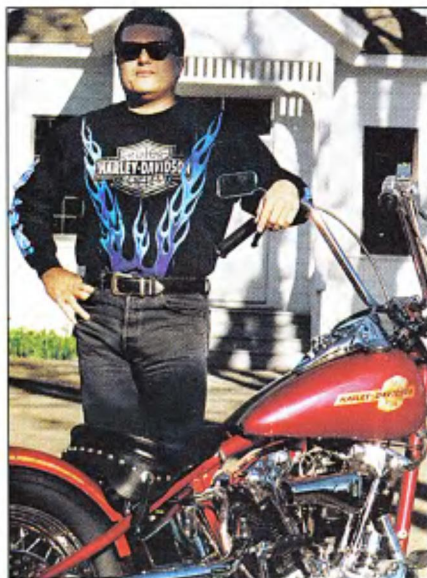


Photos: from owner

Randy Gomez Pleasanton, California 1947 Knucklehead

When Randy Gomez picked up this bike, it was like an aborted science experiment. The motor was together, but everything else was haphazardly scattered into separate boxes—a true basket case. There were a few original parts in salvageable condition, but the majority was broken or rusted out; there was even some Jap junk amid the mix. Faced with such a project, many would just break out the drinking horns and hold a Viking funeral, but with the never-say-die attitude of any true biker, Randy dug in his engineer boots for a long-haul restoration.

"I wanted to build a chopper like my Uncle Lou used to ride when I was a kid—candy red, sky-high apes, lotsa chrome," Randy said. The first step in reviving this classic was a homemade frame. Randy, with help from Rich Sotelo, pieced it together from two wrecked ones, with some extra tubing added. The single tube front section was stretched and raked, and wiring runs through the "very light" chassis. Randy thought the



three-gallon tanks looked too fat, so he narrowed them each 2 inches.

Rich Products rebuilt the 1947 74-cubic-inch Knucklehead, which boasts an Andrews cam, S&S oil pump, a 4-speed tranny, Primo belt drive, and Paughco pipes. Randy's brother, Steve, trimmed, shaved, and chromed



the narrow glide forks, and also fabricated many of the bike's parts. On those occasions when Randy wants to put the brakes to this bad barhopper, he's got discs all the way around. For a clean look, the rear GMA caliper is tucked between the frame rails.

When it came time to beautify his creation, Randy held fast to his memories. He painted the bike candy red over a pearl base and produced the goldleaf work and pinstriping as well. The lettering is compliments of Rory. Add lots of chrome and the apehangers, and you have a back-from-the-dead Knuckle that Uncle Lou would be proud to putt.

—Ruff Rider →

READERS' RIDES



Photo: Dave Jones, Advertising Design

John Battista **Lynchburg, Virginia** **1991 Softail**

Maybe it was a fluke; maybe I was being stereotypical in my thinking about a bike builder from Lynchburg, Virginia, but when I called Randy Simpson to ask him some questions about John Battista's '91 Softail, I was in the middle of researching chain saws, and I had a feeling that Randy had an opinion about them. I was right. "You can't go wrong with a Stihl," he said. He added that unlike most things in life, bigger isn't necessarily better, that a few pounds extra on a chain saw means the difference in having your knuckles drag on the ground in an hour or being able to finish the job at hand. I was impressed.

It was that clear, rational thinking that Randy and the staff at Milwaukee Iron

utilized when building John Battista's Springer Softail. And after talking with Randy about chain saws, I was not surprised to hear that John's Softail was a daily rider. It's that good ol' Southern tradition to only build functional machinery.

John owns a street sweeping and snow plowing business, and is a genuinely nice guy. I know, 'cause I actually called him too. John has been riding since fifth grade when his dad bought him a 5-horsepower Briggs; later he moved on to dirt bikes, quadrunners, and finally a Sportster. He bought the Springer new in '91, and rode it a while before the "new" wore off, then he took it to Milwaukee Iron.

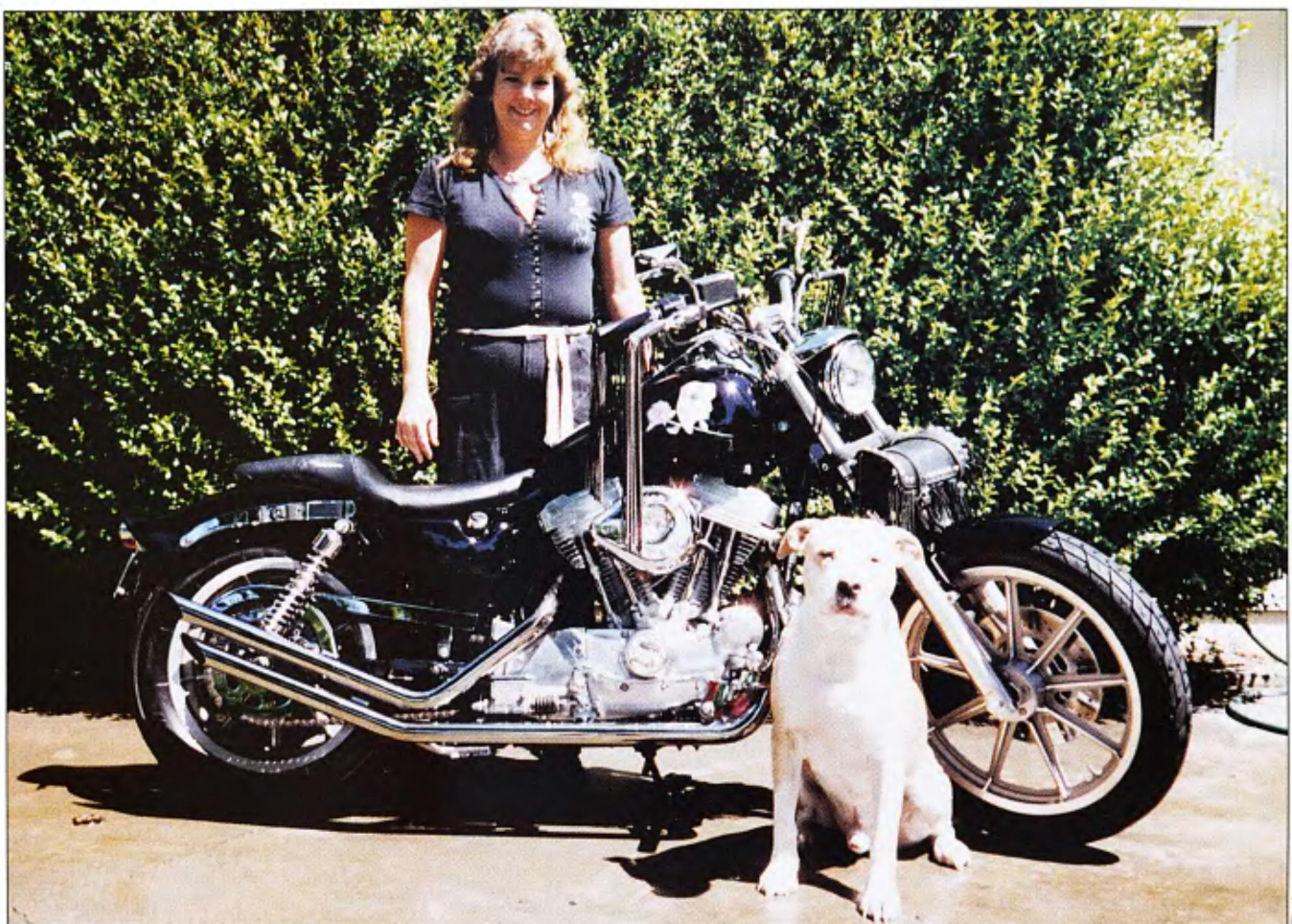
Randy and the crew revamped the Springer with a really exotic sheet metal package. Milwaukee Iron offers over 150 different bolt-on fender and dash assemblies for most Harleys. They started by making a fender to follow the

roll of the 21-inch front wheel, and then split two rear fenders and did a double rolled back fender, into which they molded two catseye taillights.

Milwaukee Iron made two seat pans, one for the solo seat, (pictured) and one for when John carries passengers. The paint work was farmed out to Keith Saunders at Lightning Graphics in Richmond, Virginia, and the engine was left stock except for some chroming work from Brown's. Milwaukee Iron also fabricated the forward controls and made the mandrel bent shotgun pipes and tips, which are black ceramic coated.

Given the tasteful results of John's Softail, I spoke with Randy about some designs I had in mind for the exhaust system I have on my head. He said to draw out some designs, and he'd see what we could come up with. I wonder if he knows anything about pond algae?

—Flynn



Photos: owner

Tambi Lindsey Sacramento, California 1990 Sportster 1200

Sometimes entities that appear to reside at opposite ends of the spectrum are more alike than you might think. I mean, who would have guessed *The Wizard of Oz* and Pink Floyd's *Dark Side of the Moon* had a hidden, cosmic connection? Motorcycles and rock 'n' roll have always gone hand in hand, but what about the biker lifestyle and musical theater show tunes?

For Tambi Lindsey, the *Phantom Of The Opera* mural that adorns her 1990 Sportster expresses life's emotional extremes and adds a personal touch to her ride. "I saw the *Phantom Of The Opera* and fell in love with the way it was so passionate, while also showing the darker side of life," Tambi says.



If you think about it, the Phantom himself is not so unlike bikers: He dresses in black, has to wear uncomfortable head gear, exhibits anti-social behavior, is ostracized by mainstream society, but underneath it all, is simply misunderstood.

Like so many women who spend years on the backs of bikes, Tambi decided that sitting up front and in control looked like too much fun to pass up. So after 10-plus years of being a passenger, she

signed up for a beginning motorcycle safety course and got her learner's permit. She practiced riding around on her husband Ken's Softail and got her license two years ago.

Tambi acquired the Sportster from a friend who had been in an accident and was looking to sell. Ken took care of the customizing and repair duties. He painted the black background, while Gino at Autosport threw on the Phantom mural. The bike sports Paughco straight upsweep pipes, a Screamin' Eagle ignition, and BC Gerolamy Company heads.

Tambi plans to upgrade to Ken's Softail after he gets himself a Road King. Other than that, she'll continue cruisin' around Sacramento, California, and hitting the local poker runs and events with her riding buddies. Ya never know what the future holds. But I have a one prediction—Liza Minnelli sings *The Wall*. I can see it now.

—Mac →

READERS' RIDES

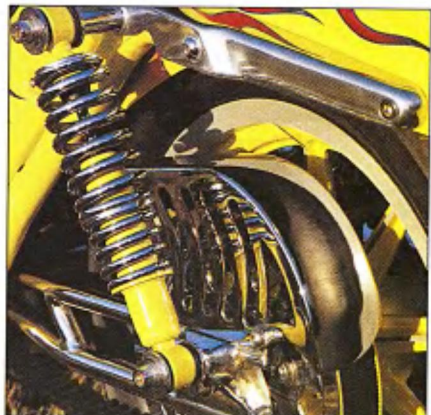
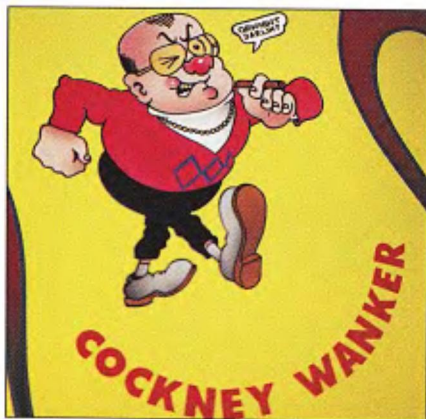
Kez

Leicester, England
1995 FXR

Some people just have to be different. They choose to use the most unlikely of parts, and just generally march to the beat of a different drummer. Kez, the owner of this bike, just happens to be one of those people. He ain't the tallest person in the world, so the bike has been dropped. This was achieved by bagging a set of shocks from a Lambretta. The Evolution motor has benefited from the fitment of a SuperTrapp exhaust system, a Dell 'Orto carburetor, an Andrews EV3 camshaft, plus Accel points and coil.

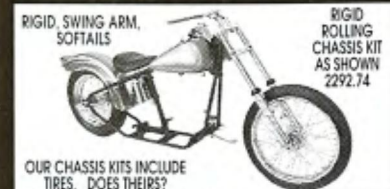
Kez reports that it runs solid and is damn fast. A buddy knocked up the dual rail swingarm, while Kez turned out the slab yokes (triple trees), fork brace, handlebar clamps and a very needed carrier for the dual caliper rear brake setup. The paint job was masterfully taken care of by John Cooper. So now when Kez is out conquering backroads and highways, the bike's brilliant yellow shine causes unaware motorists to snap their necks around to see what's flying past. While stationary, the paint draws you to the bike like a magnet. Once you get up close enough to eyeball the tank logo, you can check out "Cockney Wanker" (sounds personal) a character taken from a Viz cartoon strip.

—Steve Kelly



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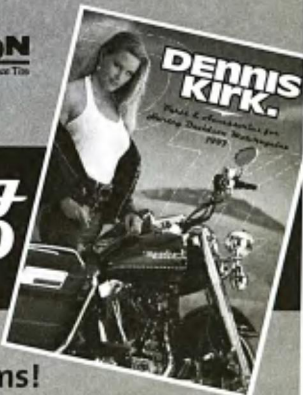
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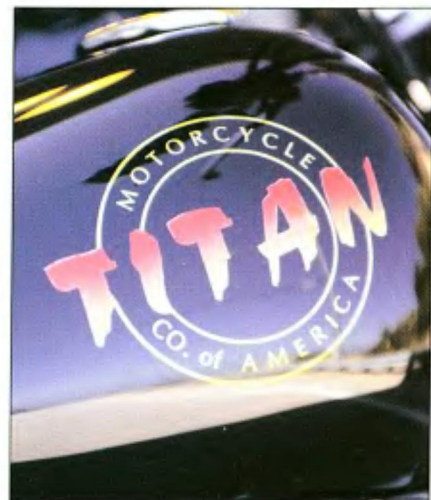
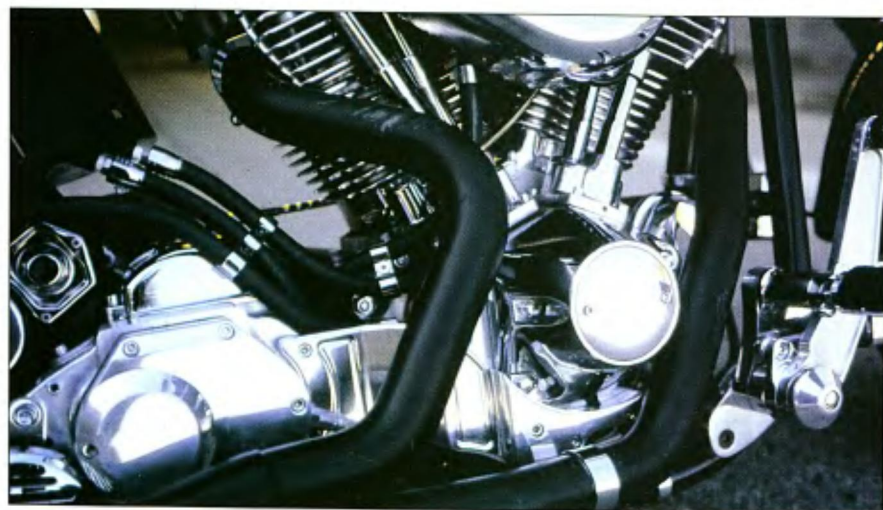


FASTEST BIRD IN THE DESERT TITAN'S 107-INCH ROADRUNNER



TITAN

They said to call her Desiree ... desire with an extra "e." As I stepped out of the climate-controlled arrival terminal, I spotted her. Seemingly alone in the Arizona heat, she →

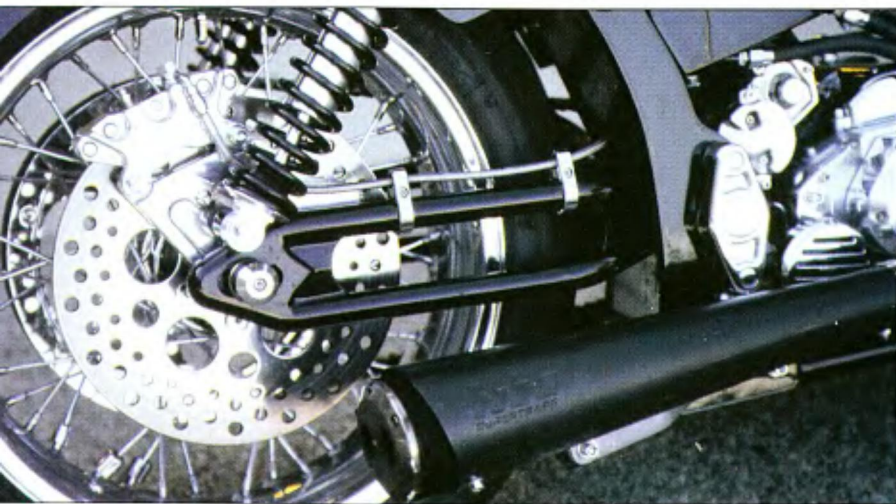




looked desperate for attention. She was exquisite—dark, lovely, and mesmerizing. Yeah, she wanted me. I went right up to her, straddled her, turned her over, and grabbed on with both hands. That's when I realized, this baby had balls! No, this isn't some kinky sex story, although it sounded good until the balls part. It is how a lonely biker looks at a great-lookin' ride, in a helmet-free state, in 120-degree heat. For the last five years, I've been forced to wear a lid, and now I was gonna get a chance to ride this Titan for a few days without one. Ahh, I remember the days!

I flew out to Arizona to tour Titan's new "factory," take in a few sights—topless being the word of the day—attend the American Motorcycle Exposition in Phoenix, and check out the opening of the Scottsdale *Easyriders* store's new Billet Bar, all in the same weekend. I also wanted to take in as many Phoenix attractions (read: bars, nightclubs) as I could, then ride this Roadrunner back to California. Touring the plant was a blur. This was due to the fact, whether intentional or not, that Patrick Keery, president of Titan, had recently moved his operation across town and was now set up almost directly across the street from Centerfolds—one of the best topless bars I've been to in quite a while. After a little diversion, I toured the plant and found that Titan has devised a refreshing concept for bike building. Everything is inspected at every stage of the building process. At the moment, Titan rejects almost 30 percent of all materials sent in from parts manufacturers, because they don't meet Titan's standards. Each bike is assembled by one mechanic. This is not assembly line building. Patrick refers to this as "cell production." These guys take great pride in their work. In fact, when you talk to these guys about it, they make statements like, "Hey, that's my bike out there." Pride in ownership—ya gotta love it.

Anyway, back to Desiree. This beauty is a 107-cubic-inch road warrior. Set up low to the ground, this baby hauls ass. I had almost forgotten what it was like to ride without a helmet, but the roar of this bike and the warm air brought everything back to me. Alone in the night, the music of the engine and the wind blowin' through my hair made me realize why they called her Desiree. Man, I must really be missin' the ol' lady. Sorry, I'll get back to what ya came here for. The ride back to California was a helmetless blast! For some reason, there wasn't a whole lotta traffic on the road, so I was free to ride as fast as I wanted—which I did. In getting this bike up around the three-digit mark, I found it ran smoother than fresh chrome—no front end wobble or excessive →



vibrations. The Roadrunner utilizes Titan's exclusive rubbermount frame design, which uses rigid mount components in a rubbermount chassis, as well as their patented Torque Compensator with a drive train cradle. In fact, the only uncomfortable thing about the 500-or-so-mile trip, was the head wind smackin' me for two hours through the broiling California desert.

When I got back to the garage, I took the bike over to Commanche Custom Cycles in Moorpark, California. I needed a beer and AJ and Pee Wee wanted to dyno this ride. As you can see, she pulled 95 horses and 110 foot-pounds of torque. Again, Titan has this bike runnin' a little lean and is using a 10.2:1 compression ratio to boost the performance. You always want to make sure, no matter where ya are or what you purchase, to set the carb up for your climate and riding conditions. I was really impressed with the Roadrunner

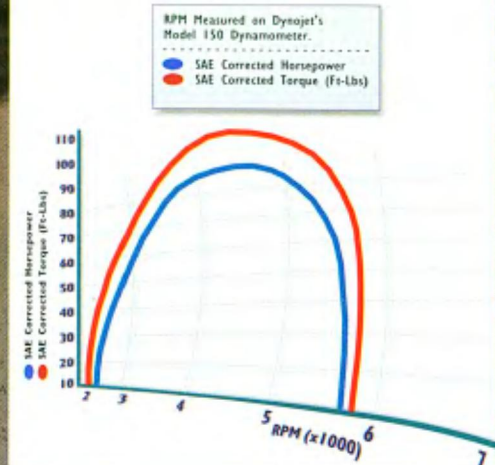


and Titan's innovative building process; both seem to get the job done, and done right. This bike starts at \$26,995 and goes up from there with their list of buyer options. For more info on this or any of Titan's other five models, contact Titan Motorcycle Company, 2222 W. Peoria, Phoenix, AZ 85029, (602) 861-6977.

Before I go, I gotta thank the Scottsdale *Easyriders* store. Myron and Dan kept me busy and well lit at all times. And John "You're The Man" Eby of the ACME Bar and Grill in Scottsdale kept me well lubed the rest of the time. Check out these places when you're in the area. John's got a perfectly restored '52 Indian Chief behind his bar and Myron just put the finishing touches on an outstanding place to party at the store.

—Oil Can





Manufacturer: Titan Motorcycle Company
City: Phoenix, Arizona
Make/Model: Roadrunner RM

Dimensions
Length: 85.5 inches
Seat height: 26 inches
Ground clearance: 5.75 inches
Wheel base: 66.5 inches
Fuel capacity: 5 gallons
Oil capacity: 3.5 quarts
Dry weight: 1,100 pounds
Turning radius: 7 feet

Performance
City: 28 mpg
Highway: 38 mpg
Wheels
Front
Type: polished, 40-spoke
Size: 18-inch

Tire: Dunlop
Brake: 11.5-inch polished stainless rotor, 4-piston P.M. caliper

Rear
Type: polished, 40-spoke
Size: 18-inch
Tire: Dunlop
Brake: 13-inch floating rotor, 4-piston P.M. caliper

Engine
Year/model: 1997 Titan blueprinted S&S
Displacement: 107 cubic inches
Ignition: single-fire, programmable
Lower end: Titan/S&S
Pistons: S&S
Compression ratio: 10.2:1
Cases: S&S/Titan
Heads: Titan
Cam: Leineweber E5S

Lifters: JIMS
Carb(s): S&S Super E
Air cleaner: K&N Supercharger
Pipes: Titan/SuperTrapp 2-into-1

Transmission
Year/model: 1997 Sputhe
Engine sprocket: 24-tooth
Trans pulley: 32-tooth
Wheel pulley: 70-tooth
Gears: Sputhe/Andrews close ratio
Clutch: Bandit Racing
Primary: Titan

Frame
Builder: Titan/DayTec
Rake: 34 degrees
Swingarm: Titan

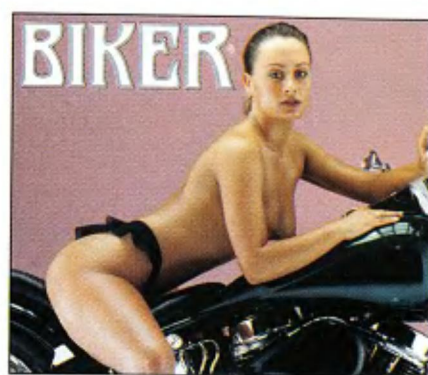
Forks
Type: 41mm
Builder: Titan
Special features: Titan triple trees

Accessories/Instrumentation

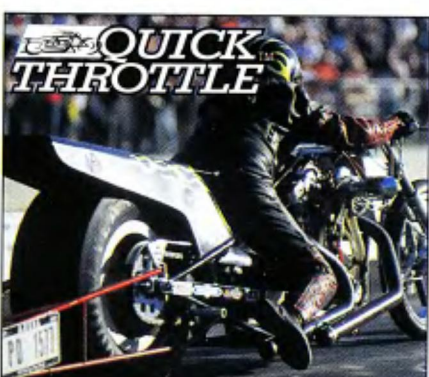
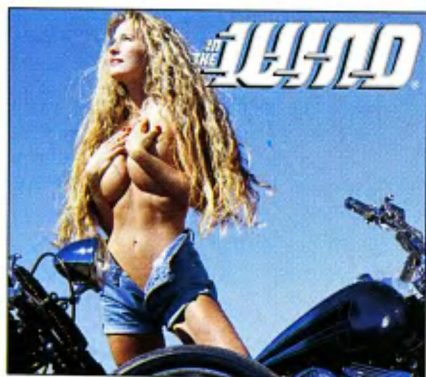
Bars: Ness
Risers: Pro-One
Brake levers: Pro-One
Fenders: Titan
Headlight: CCI
Taillight: CCI
Dash: Titan
Speedo: CCI
Pegs: UMI/Titan front
Electrics: Titan
Gas tank: CCI
Oil tank: DayTec
Oil filter: CCI
Oil pump: S&S
Seat: Corbin
Mirrors: Ness
Grips: CCI
Color(s): vivid black
Photos: Doug Mazell

COMING AT YA

Hey, it's **February**, and that can only mean one thing. No, not Valentine's Day—what are ya, a feeg? I'm talking about the Bike Show, fer crissakes—the Bike Show, the 10th Annual \$35,000 Invitational in Columbus, Ohio, February 13-15, 1997. Yeah, it may be held over Valentine's Day weekend, but we ain't talking hearts and flowers. We're talking serious custom iron, hard-rockin' bands, beer a-plenty, beautiful women defying the freezing temps with ravishly revealing attire, and enough first-rate ink to make your head spin. 'Course ya gotta work for your fun, so, our February issue comes with a special 32-page Bike Show section, featuring every bike featured in *Easyriders*, *In The Wind*, *Biker*, *VQ*, and *Quick Throttle* during 1997. That's a lot of freakin' bikes. Let yer eyeballs do the walking and pick your favorites, then come to the show and see how they fared. Yeah, I know, it's ass-freezin' cold out, but in the Veterans Memorial things are hot! hot! hot! Be there and be somebody ... or be stuck buying some damn Valentine's dinner. Also on tap in February are five wild customs, a road test of Big Dog's Aeroglide, and coverage of the wild Chillicothe Rodeo. On sale December 23



It's Christmas time, and we know you've been bad, but were gonna give ya what you want anyway. The **January** issue of *Biker* has got four—count 'em, four—bike features with tits and ass on each and every one of 'em. We've also got a dynamite T&A special feature for ya, and more nekkid event coverage than you can shake yer willie at. Oh, yeah, there are some toy runs, too—can't forget the holiday spirit. See that and all the unnatural stuff ya love. On sale December 4



The biggest bash of the summer has just played out in Sturgis, S.D., with the 57th running of the Rally & Races. The Classic gets full play in the **March** issue with our intrepid band of lensmen and scribes reporting on the frolicking action. From Main Street to the new hot spots of Wyoming, we've got ya covered. We've also *uncovered* the Fox of The Year, Ms. *Easyriders* '97, Lisa Beckwith, in a spectacular outdoor setting. Don't tank. Don't flake.

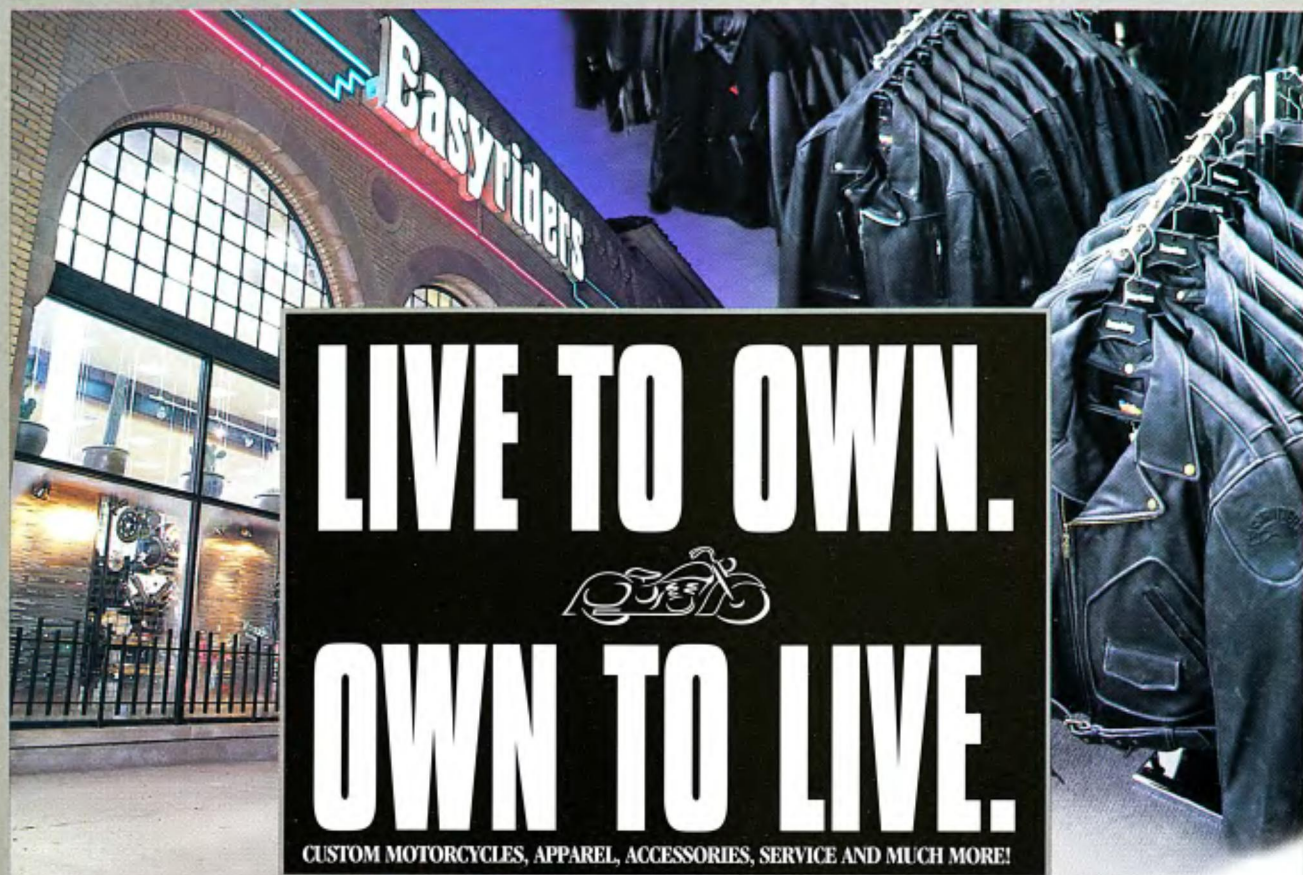
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Roar into the New Year with the **January** issue of *Quick Throttle*. We've got speedy scoots guaranteed to knock your socks off, including Rip's Shovelhead and Russ Flickenger's tricked-out Softail. You don't want to miss the Sturgis drag racing and Loudon street bike action. We'll complete your high-octane experience with techs on chassis blueprinting, tank extending, and balancing. There's plenty of news from the pits, plus a tour of Baileys's.

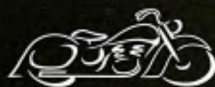
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VQ No. 18, **February**, offers another colorful crop of world-class customs and classics, including Kristian Srb's Manhattan Project Softail, Chris Hill's Tangerine Dream Dyna, "Wild Bill" Eggers' 1930 Indian 4, and Big Hammer Engineering's Crosley Comet. Our hangout this month is the *Easyriders* Cafe of Myrtle Beach, S.C., a theme restaurant with a biker flair—and great food. Pennsylvania's Ed Kerr is our master builder, and we'll take you inside Damon's Custom Motorcycles. Don't miss it. On sale now

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